

ONTARIO TASK FORCE

ON PROVINCIAL RAIL POLICY

CA20N
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-1980
P001

PUBLIC SUBMISSIONS

PUBLIC INVOLVEMENT

INTERIM REPORT—SEPTEMBER, 1980



Ontario


MARGARET SCRIVENER, M.P.P.
CHAIRMAN

Government
Publications

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PUBLIC SUBMISSIONS

TO THE ONTARIO TASK FORCE ON PROVINCIAL RAIL POLICY



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Ontario

**MARGARET SCRIVENER, M.P.P.
CHAIRMAN**



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FOREWORD

When the Ontario Task Force on Provincial Rail Policy was appointed by Premier William Davis in January, 1980, we were anxious to hear from as broad a range of the public sector as possible.

Through media advertising and various inquiries received at our Task Force offices, interested individuals and groups were invited to make their concerns and comments known. The communications received certainly indicate that rail is considered to be of vital importance to Ontario's future, and that many individuals are willing to give constructive viewpoints.

This book contains a representative sampling of the correspondence and reflects the innumerable telephone and personal comments received by those associated with the Task Force.

We appreciate the interest shown by so many individuals and groups, and offer this addendum as part of the Interim Report of the Ontario Task Force on Provincial Rail Policy.

A handwritten signature in dark ink, reading "Margaret Scrivener". The signature is fluid and cursive, with a large, stylized "M" and "S".

Margaret Scrivener (Mrs.),
CHAIRMAN.

APR 14 1980

Lloyd Bloom
114 Gage Avenue South
Hamilton, Ontario L8M 3E1

April 11/80

ONTARIO TASK FORCE
ON PROVINCIAL RAIL POLICY
Room, 172, Legislative Building,
Queen's Park, Toronto, M7A 1A2

Dear Chairman:

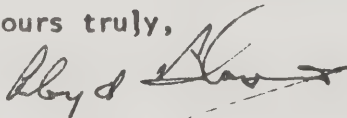
TH&B Gage Ave. tracks, Hamilton

No rail policy in Hamilton exceeds the desire of Hamiltonians to get rid of the Gage Ave. TH&B tracks that cross the city. They pass a Union Gas sub-station that has been particularly troublesome with leaking gas this year, the bed for these tracks is very old (the cars actually seem to be leaning towards the sub-station). It is particularly vulnerable for a Mississauga-type disaster as the cars carry many chemicals into Hamilton's industrial heartland.

Some years ago a committee of the Hamilton Chamber of Commerce devised ^{a plan} that would switch the route to join the main line of the railroad much further east. The members adjudged the plan to be a good one --- but it soon disappeared, possibly because of railroad opposition.

It has been said that the railroads make their own rules and that they always win over any opposition.

Yours truly,



Lloyd Bloom

43 Cross Street,
Dundas, Ontario
L9H 2R5

4 February, 1980

FFD - 3 1980

Mrs. Margaret Scrivener,
Chairman: Task Force on Provincial Rail Policy,
Ministry of Communications and Transportation,
Queen's Park,
Toronto, Ontario

Dear Mrs. Scrivener:

In the Globe and Mail I read that you are to chair a task force on rail travel in the Province. There are three points I would urge you to consider when you frame the recommendations of your group. My reasons for writing are that I have often had to rely on trains - formerly in Kingston and now from Dundas - to go to Toronto and other cities in the Province and can see opportunities for improvement by better co-ordination of services that already exist.

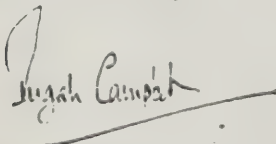
First you should consider the meshing of Go train, Via train and bus. With some exceptions the differing modes of travel are considered as separate items, or even as rivals; the separate terminals are a nuisance. For example in Kingston the C.N. recently built a new train station and the Voyageur people built a new bus station - two miles apart and without regard to the city bus. Some common sense would have given Kingston a travel centre and the companies a chance to integrate and improve their service (ironically the C.N. people used Voyageur busses to connect from Ottawa with the Montreal/Toronto trains but had to lay on a separate service). In Toronto, where a new bus terminal is under discussion, there is a chance to combine VIA train, GO train and airport bus at the Union Station.

Second you should consider how existing GO type local train services can be integrated with VIA type inter-city trains. One opportunity to do so exists at Guildwood in east Toronto (another opportunity could be made in the west at Oakville or by extending the GO train to, say, Aldershot sidings or even the railway junction near the Royal Botanical Gardens at the end of Hamilton Harbour where the VIA trains to London and Niagara part company). So far as one can tell the VIA schedules and the GO schedules are made without regard to one another.

Third you should investigate how the business of selling tickets and collecting cash can be improved. There are many schemes which save time and trouble; the best I have seen is in Munich (which I suggest you visit if you want to see how trains, busses and streetcars can be put together in one effective package - which moreover is run with the minimum of labour).

I have no doubt that trains, streetcars and busses are all subsidised in one way or another to a greater or lesser degree although I understand the companies quarrel a great deal about how great the subsidies to each actually are. Because I, and my fellow citizens, are paying the shot in fares and taxes we should not be obliged to put up with inefficiencies arising from the use of facilities that "belong" to different outfits,

yours sincerely,



Dugal Campbell

28 May, 1980

JUN - 2 1980

As a frequent user of rail services within Ontario, I would like to offer some comments for your consideration.

1) Your GO service around Toronto is excellent, and requires no further comment than that.

2) I was pleased to read recently that tests will soon be commencing on the system designed by the Urban Transit Development Corporation, being installed in Hamilton. I think that it is imperative that all major cities with outlying suburbs upgrade their public transit. Since the bulk of the traffic is found during rush hours, a light rail rapid transit system making a few stops in major residential areas would seem to best serve the needs of most commuters.

I think the Ontario government should also give serious consideration to utilizing a similar system in the Kingston area. As I am sure you are aware, growth in the Kingston area has occurred mainly to the west of the city in the last few years. The Kingston Township council is currently studying a proposal to build a new major east-west access road to alleviate the heavy flow of traffic along Highway 33. Since I reside in downtown Kingston, it does not really affect me personally whether a road or a rail line is used to move commuters; but as a person very concerned with energy conservation in future planning, I feel the local and provincial governments should be turning to mass transit alternatives rather than continuing to build roads for automobiles. Even if the initial capital expenditure is higher for a GO-type service, the long-term savings in energy would justify the additional capital cost.

Recent experiments in express rush-hour bus service have been attempted in Kingston. However, due to a rather narrow-minded jurisdictional conflict between Kingston Transit and Kingston Township Transit, people have been forced to take two buses and change at the Kingston Shopping Centre. Since this is an inconvenient process which wastes perhaps 20 minutes of travelling time, users of this new service have been so few as to be almost laughable. Clearly the situation requires a higher authority, such as the provincial government, to resolve this ludicrous situation, and point out to

-2-

both transit authorities that encouragement of mass movement of large numbers of people and conservation of energy should take precedence over their own petty jealousies and parochial squabbles.

3) I am not certain how much authority the provincial government has over the type of service VIA Rail offers within Ontario, but I would like to inform you that the service offered has deteriorated drastically over the last few years. The new centralized information and reservation system, RESERVIA, has resulted in great delays and inconvenience to customers. Also, passengers are now required to pick up their tickets up to 4 days ahead of their trip, necessitating an extra intracity journey by automobile or bus to either a travel agency or the train station. This seems to be a completely unnecessary waste of time and fuel. Even airlines only require a passenger to pick up his ticket one hour ahead of time; and the 20-minutes-prior-to-train-time limit that VIA formerly imposed seemed to be quite satisfactory.

It is now impossible to call the local train station in Kingston, and I assume this is true for other localities across the province. Obviously the intent of VIA's centralization of their increasingly inferior service is to permit them to reduce the number of staff at local stations across the province. They have certainly reduced the number of trains running, as Kingston has lost the Sunday run of the Rapido to Toronto. It becomes apparent that soon we will have stations closing, trains being discontinued...and VIA will have a system that works flawlessly, with empty trains running smoothly past closed stations.

VIA have failed to grasp the fact that their sole purpose of existence is to provide service to passengers. They should be striving to increase the numbers of passengers they carry, rather than driving passengers away.

I would urge the Ontario government to use all the power it has, to insist that VIA hire more staff for their RESERVIA system, provide these staff with a more thorough training, and hire an independent consultant to analyse their computer system and point out the

-3-

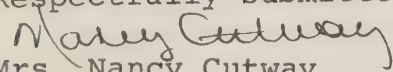
problem areas.

Routes that exist in the printed VIA schedule seem to have been omitted in the initial programming of their new computer; unless the passenger already knows the route he wishes to take, he can be badly misinformed by the RESERVIA operators. Obviously this poses a serious threat to the tourist trade in Ontario. To cite an example, I was recently told that according to the computer, it was necessary to go all the way to Toronto in order to get to Peterborough from Kingston. When I challenged the operator, he manually checked his schedule and agreed that, yes, it did show that one is able to take a train to Cobourg and proceed from Cobourg to Peterborough by VIA bus--but the computer had failed to show that, and if I had not known that the shorter route existed, I would have been led astray, and would have been sold a ticket taking me from Kingston to Toronto and then back out to Peterborough--a trip that would be much longer and more expensive than necessary.

4) Finally, I hope that the Ontario government will arrive at some solution to the serious problem of dangerous cargoes being transported at high speeds through residential areas. Perhaps the speed limit needs to be lowered; perhaps the trains should be reduced in length, to avoid setting up a wave effect when going around curves with a very long train. Certainly there is a need to take some action. There have been far too many derailments in recent years, whether posing a threat to human life or merely damaging some freight.

I was also pleased to see, on a recent trip to Burlington, that several level crossings in the area are being eliminated. The Ontario government should attempt to phase out all level crossings, in order to minimize the risk of accidents involving trains.

Respectfully submitted,


Mrs. Nancy Cutway
506 Johnson St.
Kingston, Ont. K7L 1Z8

APR 14 1980

April 11/80
Massey Ontario
POP IPO

Margaret Scrivener M.M.P.
Chairman
Ontario Task Force
On Provincial Rail Policy

Dear Margaret:

As a concerned citizen, living in Massey (North Shore) since 1972, I would like to submit my general opinion on how our Province of Ontario could take the leadership, on the movement of people.

Now, as a great number of us, have been enchanted by our railroads and then for the last 30-35 years slowly seen them deteriorate due to the automobile and air service. But now we have an energy crisis which we must conserve, and at the same time fight inflation, to keep cost down.

Now, as we seem to ^{be} rich in electricity, -why couldn't our railroads run through Ontario by electricity, - our great industrial company in Sudbury 'Inco Metal Co.' has been running their locomotives this way for years, and as yet, have not had any major breakdowns.

In conclusion, I'm sure our citizens along the North Shore, would find the return of the passenger trains, a great benefit and more convenient in travelling long distances.

The run between Sault Ste. Marie and Sudbury, making connections with the VIA going to Toronto.

Thanking you,
Yours truly
Raymond F Evans
PO Box 411
Massey Ontario
POP IPO

Xerox copies to:

Task Force Members
Mr. Frank Norman

MAR 27 1980

68 Gair Drive,
 Toronto, Ont. M8W 4P8
 March 24, 1980.

Mrs. Margaret Scrivener,
 Chairman, Railway Studies,
 Queens Park,
 Toronto, Ontario.

Dear Mrs. Scrivener:

I was delighted to hear that the Provincial Government is making a study of rail transport in Ontario. I have no doubt you will uncover ample evidence to prove the necessity of improved rail service. Good luck with your task in this automobile/airplane oriented society.

In your original statement you singled out the disappearance of the excursion trains from Lindsay to Haliburton, and touched on a subject dear to my heart. That was one of the most scenic rides on the railway in the Province, and of course, one cannot even get as far as Lindsay by rail these past number of years. No doubt you are aware that on December 18, 1979, Canadian National applied to the Canadian Transport Commission to abandon the Haliburton Subdivision, from mileage .53 to 55.49, or from Lindsay to Haliburton. The hearings have not been held as yet.

I firmly believe that no rail lines should be abandoned at this point in time. The price of gasoline will eventually force the people to seek other means of getting to summer cottages in Haliburton as well as other areas. The Provincial Government should present strong opposition to any abandonments, as the rails will become more and more necessary for both freight and passengers. Temporarily allow the railways to reduce service to an "as required" basis, but do not let them tear up the rails and loose the right of ways.

Some of the proposed abandonments that I know of are:-

- part of the Beeton Sub around Tottenham
- the old London and Port Stanley Railway
- the Penetang Sub
- the line to Bancroft
- Lindsay to Bobcaygeon (tracks already gone)
- Lindsay to Midland (tracks already gone)
- east from Havelock (tracks already gone)

By looking at a map it would appear our Federal Government is trying to scuttle the tourist industry in Ontario, with the combination of the price of gasoline climbing, and alternate sources of transportation disrupted, how can people reach these destinations?

I would refer you to a hearing on the Beeton Sub, from Georgetown to Cheltenham, held in May 1974, at which I was successful in opposing the abandonment by suggesting the maintainance of this portion for future use. However, someone must monitor the railways constantly, for as stated earlier, C. N. are now discontinuing service on the section of

Mrs. Scrivener,

March 24, 1980

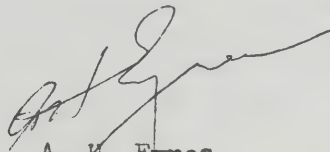
Page 2

this subdivision in the Tottenham area. Once they can break the line, their problem is simplified in getting rid of the rest of it.

Our ancestors, directly and through their municipalities, donated money to assist with the building of our railway system. When C. N. or C.P. gain permission to abandon they sell the rail for scrap and pocket the money, and we, the people, are the grand losers all the way.

Thank you for considering my suggestions. May the outcome of this study be of benefit to all the people of Ontario.

Yours very truly,



A. H. Eyres

Xerox copies to: Messrs. Norman & Hammond
Task Force Members

MAY 30 1980

Ontario Task Force
On Provincial Rail Policy
Room 172, Legislative Building
Queen's Park, Toronto
M7A 1A2

Perhaps I am presumptuous in writing as an individual in response to your advertisement for submissions. As the son and grandson of men who did much subcontract work in the building of railroads in Canada, the United States, Mexico, Brazil, and Africa, I have inherited a rail orientation that won't let me refrain from putting in some opinion.

It goes without saying that I favor massive return to rail transportation of people and goods. The latest energy problems are vindicating stands taken by my late father for as far back as I can remember into the 1930's.

As a resident of Brantford, I would like to touch on three points which are of local significance.

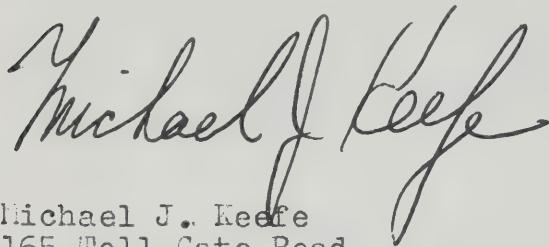
First, it would seem appropriate to study the feasibility of reopening the Canadian National line between Harrisburg and Paris. This would give a shorter route for all traffic not stopping in Brantford. The better grades would result in greater speed and less fuel. Noise and exhaust pollution in Brantford would be decreased.

Second, it would seem appropriate to study the feasibility of building a line and/or acquiring the Toronto, Hamilton, and Buffalo/Canadian Pacific line between Copetown and Hamilton junction to allow trains from the west to give direct service into Hamilton. This would benefit both passenger and freight operation. In the future, it might be the basis of a rail commuter service between Brantford and Hamilton.

Third, I am appalled at the local talk of giving some present railway rights-of-way to adjacent property owners if and when these lines are abandoned as part of a railway relocation scheme. It would seem appropriate to have legislation requiring that most such rights-of-way be retained in the public interest as possible future transit lines of the light rail variety. This situation is evident in Brantford, but, undoubtedly applies to many other communities in Ontario.

It seems obvious to me that we should be considering wide electrification of heavily used lines. It is my understanding that electricity is the least expensive fuel we have in Canada. It is only, however, in rail transportation that the technology already exists for efficient practical use of electricity as a fuel.

You will undoubtedly have received similar suggestions from others more competent to express them. I would hate, however, to discover years from now that one of my ideas might have been worthwhile, but nobody ever thought of it, so I have written these few thoughts to you.

A handwritten signature in cursive script that reads "Michael J. Keefe". The signature is fluid and stylized, with the first letters of the first and last names being capitalized and prominent.

Michael J. Keefe
165 Toll Gate Road
Brantford Ontario
N3R 5A2

1980-05-27

R.R. #4
Barrie, Ontario
L4M 4S6

May 20, 1980

Ontario Task Force
on Provincial Rail Policy

Re: REGARDING RAIL TRANSPORTATION IN THE BARRIE AREA

My suggestions are:

1. The Ontario Government and the Federal Government must start with an education program first to tell management and all employees working on this Rail Commuter and improvement program to think and work with a positive attitude and that any negative work or action will not be tolerated.
2. Educate the public to the fact that driving their cars with one or two people is wasting costly gas and oil and is costing them far more than travel on public transit.
3. We have to have a working alternative with at least three trains each morning and night running from Barrie to Toronto with an extra stop at Downsview to serve people going to Downsview Airport, York University and other plants in that area. In the future, I would like to see the Spadina subway line extended on Federal Government land around Downsview Airport to meet the CN Newmarket line at this new Downsview stop. If this is not possible, then consider a stop where the Newmarket line intersects the Bloor subway line, one block west of the TTC Lansdowne station. This stop would serve many people who work at points all along the Bloor subway line. A joint rail/subway ticket program should be implemented.
4. The three trains to be operated by GO Transit should leave Barrie at 06:15, 06:45 and 07:15 respectively. In the northbound move, the evening trains should leave Toronto at 16:15; 16:45 and 17:15 respectively.
5. We must work to make better use of the Ontario Northland train by routing it via Orillia, Barrie and Newmarket with arrival time in Barrie at 07:45 and night Northbound train at the same time as the one now operating via Beaverton. Add 1 extra coach for this traffic. The coach would be put on and removed at North Bay.

Page 2

Ontario Task Force

on Provincial Rail Policy

Re: Regarding Rail Transportation in the Barrie Area

May 20, 1980

6. We must work to make better use of car pools and buses to fill in areas and times that the trains cannot serve. In other words, properly integrate each travel mode to increase area coverage.
7. I would also like you to consider future rail commuter train service on the CN line from Barrie via Beeton, Tottenham and then on to the CP line at #9 Highway to run into Toronto via Bolton. By the way, Beeton subdivision has been posted for abandonment between Cheltenham and Tottenham. This abandonment application should be strenuously opposed by the Ontario Government due to the strategic location of the line as a freight by-pass and important tourist link between U.S.A. points (Amtrak connections) and southern Georgian Bay, Muskoka and northern Ontario. This would create 45 permanent jobs and 100 each summer for two years to refurbish the CN line from Barrie to Georgetown.
8. If this CN Beeton line was improved on to Georgetown, freight traffic could by-pass Toronto to accommodate the iron ore for Hamilton and Nanticoke and also export freight to border points at Fort Erie, Windsor and Sarnia. This would also provide passenger services from U.S.A. points to the Muskoka and northern Ontario tourist resorts.
9. With a rail commuter service on the Newmarket and Beeton lines, some 14 local towns and areas of more than 150,000 people would be served. Both lines would run into Barrie at the one existing terminal.
10. Surplus GO coaches and Budd cars should be used for this new service. GO Transit currently has 60 single level cars leased to Boston Transit. There are also surplus single-deck cars at Willowbrook and at Union Station. These should be providing much needed services in Ontario.
11. Several facility changes could be made to speed up service. Station platforms should be raised so no step boxes are required. Platforms should be lengthened for loading and unloading passengers.
12. My last suggestion concerns the more effective use of the high costly equipment necessary for train service. Trains should be used on weekends and holidays, etc. to take people to Canada's Wonderland at Maple, two miles from this line. As well as bus connections would integrate with the trains to service the Wonderland, the Toronto Exhibition, the ski trains to Collingwood in the winter, also trains to see fall colours, Blue Jay ball games, Argo home games, and the list can go on and on. I believe if Governments, Federal and Provincial,

Page 3
Ontario Task Force
on Provincial Rail Policy
Re: Regarding Rail Transportation in the Barrie Area
May 20, 1980

can provide an alternative good train service at a reasonable cost,
as in Britain or Europe - ads and education will do the rest. The
public would leave their cars at home and, in turn, save gas and
oil - let the trains and buses do the driving.

Sincerely,

A handwritten signature in cursive script that reads "J V Lennox". The signature is written in dark ink and is positioned below the word "Sincerely,".

J. V. Lennox

MAY 28 1980

There isn't a shadow of a doubt that the best way to move people from one point to another - speaking of distances 250 to 400 miles apart- is by train.

Yet the policy of the government and the railways has been to deliberately downgrade this service, until the usage has dropped so much that it could be virtually eliminated.

If this policy was reversed, and good modern train service supplied, saving of energy and wear and tear on people would be tremendous.

Example in Ontario- Sudbury to Toronto - 240 miles - used to be a nice comfortable ride by train, C.P. station in downtown Sudbury to Union Station in downtown Toronto. Now very inconvenient by Air (takes longer than driving), and no less aggravating by car, as in the winter you can encounter very bad road conditions due to weather and in the summer congestion due to cottage traffic.

Even from ^aaesthetic point of view, a great deal has been lost from the "quality of life" since passenger rail traffic has been removed from our experience. It is sad that a whole generation has grown up without experiencing the joy and exhilaration of train travel

This can and should be changed.

Sincerely,

Bernard Lewis
Bernard Lewis.

8111 Yonge St. Apt. 302.
Thornhill, Ont. L3T4V9.
Phone 881-4460.

JUN 24 1980

HOUSE OF COMMONS
CHAMBRE DES COMMUNES
CANADARoom 366 CB
House of Commons
(613) 995-8281
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Waterloo Square
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June 20, 1980.

Mrs. Margaret Scrivener, M.P.P.,
Chairman,
Ontario Task Force on Provincial Rail Policy,
Room 172 Legislative Bldg.,
Queen's Park,
Toronto, Ontario.

Dear Mrs. Scrivener:

RE: Provincial Rail Policy

Further to our brief conversation in Toronto several weeks ago, I am writing to encourage your Task Force to give consideration to the importance of rapid and efficient passenger rail service between Kitchener-Waterloo and Toronto as part of general policy for inter-city travel.

In the light of the need for energy conservation, and the use of alternative energy to petroleum, I believe that serious consideration should be given to double tracking between Kitchener-Waterloo and Toronto. This may help remove the need to continue widening highway #401 west from Toronto.

As you will know, present passenger service between K-W and Toronto does not have priority in the use of the track. Often Via trains have to wait on sidings while freight trains with priority pass.

Passenger travel is increasing. At present there are 18 trips a day by bus, to and from K-W and Toronto.

I believe it will be important for your Task Force to explore the possibility of electrification of the rail service in areas such as K-W to Toronto. I believe that it would be possible to thereby use an alternative source of energy, reduce congestion on highway #401, and provide a safe and speedy inter-city service.

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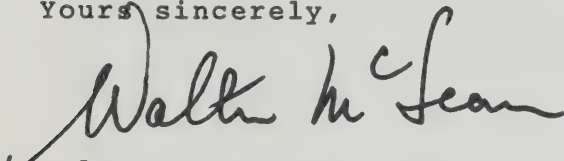
- 2 -

Traffic from K-W to Toronto International Airport is significant. I ask that your Task Force address the matter of a linkage from the rail line to the airport.

It may be that your Task Force has a number of submissions on this theme. In the event that it would be helpful in your review, I am prepared to submit to you a more extensive paper on the theme of an up-graded and energy conserving rail service between K-W and Toronto.

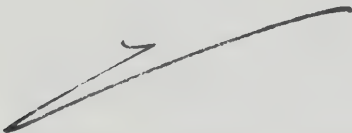
Thank you very much for your kind attention to this proposal.

Yours sincerely,

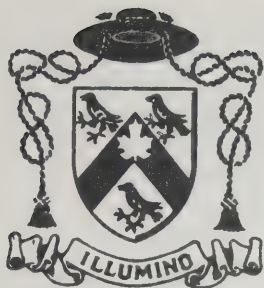
A handwritten signature in cursive script that reads "Walter F. McLean". The signature is written in dark ink and is positioned above the typed name.

Walter F. McLean, M.P.,
Waterloo.

WM/ic

A large, stylized handwritten flourish or signature mark, possibly a stylized "Z" or a similar abstract shape, written in dark ink.

APR 29 1980



THE REV. HOWARD R. ROKEBY-THOMAS

K.H., K.L.J., B.Sc., L.T., M.A., Ph.D., FRGS., FRSA

74 JACKSON AVENUE
KITCHENER
ONTARIO
CANADA N2H 3P1

TELEPHONE
(519) 745-2755

27th. April 1980

Mrs. Margaret Scrivener M.P.P., Chairman,
Ontario Task Force on Provincial Rail Policy
Room. 172, Legislative Building,
Queen's Park, Toronto, Ontario M7A 1A2.

Dear Ms. Scrivener:

I saw with great interest the notice of the study on Railway Policy in Ontario, and may I say I support this as being most timely and important.

As I have some definite and positive suggestions to make: it might help if I first qualify myself, as having the experience and background to give these opinions.

I am 73 years of age, and in my lifetime have had the good fortune to travel many, many railways, in various countries, including Canada, U.S.A., Great Britain and most of Western Continental Europe. (France, Belgium, Netherlands, W. Germany, Switzerland, Iberian Peninsula, Italy etc. etc. etc.), Peru, Argentine, Hong Kong, Japan etc. etc. This travel has been both in some of the "famous 'name' trains" of history, and also on local, suburban services etc. Not just occasional or "one" trips in most cases, but numerous journeys over the years. For instance in the 60s. at least once a year to Britain and Europe, and previous to that and, again quite often in the 70s., but further back in the 1920s. and in the war years etc. Fairly recently in Great Britain I travelled as far afield as Wick in Scotland and Penzance in England. All excellent trains all running on time. Also on an "Inter-City" train one day I went from Bristol to London and return. 120 miles each way. Time each way 1½ hours., including two stops en route.

Coming to where I now live: Kitchener, Ontario. 63 railway miles from Toronto, the trains take 1 hour 35 minutes to cover the 63 miles (with two or three stops.) I suppose I use those trains say about 25 to 30 return journeys a year. On about 50% of the occasions it has been my experience they run late.

The whole "service" attitude of the railway personal is deplorable. No sense of urgency about time. Passenger trains put on sidings to make way for freight etc.. At Union Station trying to get passengers out of two full coaches out of one door. Train personnel too lazy to open up a door for each coach.

I have no hesitation in saying that in my experience, compared with other advanced civilized countries North American passenger rail service is the worst example I can think of.

Over the years schedules have been made inconvenient, evidently on the premise if the service is bad enough demand for passenger traffic can go away, and the railways not bother with it.

Who cares about the public anyway?

Back in the 50s. when for 13 years I was "ector of Port Stables I saw a viable little railway the L. & P. S. deliberately run into the ground. The first cry was do away with "Electric" that it

over—

-2-

was obsolete. (In Europe some of the finest railways were increasing their electrification. They made unrealistic schedules and said the public was not using the railway enough. It was apparent even then that friends of civic interests in London were promoting Grand Bend and there was a consistent policy to make unattractive and discourage Port Stanley as a Summer resort. I once remarked that in an address to a London Service Club, and it was interesting though my remarks were not liked, none of the vested interest dared to make a public legal issue of them, for it was no libel but true.

Returning to Kitchener - Toronto. The train speeds are a disgrace. average ~~1~~ 1 hr. 35 min. to cover the 63 miles. At times the train just crawls, especially in Guelph approaches. I know the excuses: (a) many level crossings. (b) Houses close to right-of way.

But why not more streets closed off at tracks, more under and overpasses. Any why consideration for the few people along the tracks. They built knowing a railway was there.

It the old story with railways and airports. The developers want to develop: the local municipality gives them permits (looking for taxes) and people knowingly buy in those locations. Then "lobby" for restriction the general interests of the public as a whole for their petty local interest and want: slow speeds, noise abatement programs etc.etc. It is time that the doctrine caveat emptor be applied to people who purchase property in such unfavourable locations, which never ought to have been allowed to be erected in the first place. It like the people "who buy cheap" on floodable lowlands, and then cry for provincial and municipal assistance when they get flooded.

The Kitchener London Line could have been improved years ago. Double track, more level crossings eliminated by closing, or overpass or underpass. To-day it is a Noah's Ark kind of operation.

Then the railway say but not enough people. What do they offer? Long lines ups for tickets and discomfort lining up for trains at Union Station. Poor and late service. Slow speeds.

They want the business, before they provide the services. A very immature business approach.

And look at the "petty" annoyances in railway fares. \$4.00 each way to go between Guelph and Kitchener. A ticket agent at Guelph challenged with its excessive charge and its absurdity confessed it was to discourage people taking the train, because the bus lines objected.

Ask a ticket agent at a station for a new timetable (how does one plan in advance) a week before it goes into effect. One gets the reply they cannot be handed out before the day they become operational. If one of the "stupid" public ~~gunk~~ got one in advance they might be so unintelligent and confused to think it was already effective, and confuse both themselves and the railroad. There is a degrading mentality among the passenger personnel of our railway staffs. A complex carefull fostered of the years.

The latest fiasco: The new electronic ticketing. I wonder if the Telecommunications at CN sold that lemon to Via. As for an open return, so you have JUST GOT TO KNOW WHAT RETURN TRAIN YOU ARE TAKING. YOUR PERSONAL PLANS AND REFERENCES DONT MATTER. Don't like it. Que up returning at Union Station and get your ticket changed. If you miss your train because of a long line up: what right to complain. (And this has happened to some people." The VIA-CN assume the right that they are shipping people as animals "they should expected to be 'herded'".

I could write pages and pages on railway stupidity in Canada. And I have travelled a lot of track, at one time another. Indeed most of it. Atlantic to Pacific. Away North from Edmonton. Northern Ontario, White-Pass and Yukon.

Hope your Committee can really "put a bomb" under the railway. Fire the lot and get new blood from outside. Good Luck.

MAY 27 1980

P. O. Box 997,
Armdale Ptl. Stn.,
Halifax, N.S.,
B3L 4K9,
26 May, 1980.

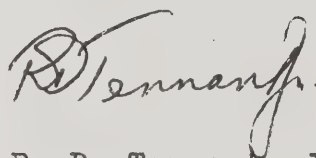
Ontario Task Force on
Provincial Rail Policy,
Room 172, Legislative Building,
Queen's Park,
Toronto,
Ontario. M7A 1A2

Attention: Margaret Scrivener, M.P.P.
Chairman

Dear Madam Chairman:

With reference to last month's advertisement I
attach my six-page brief outlining one dozen items
concerning railways for the consideration of the Task
Force.

Sincerely,



R. D. Tennant, Jr.

Att.

1 / Railway Vehicle Manufacturing and the Autopact

In view of the disturbing imbalance of trade between Canada and the United States under this agreement, something new must be tried. My suggestion is that the pact be broadened to include railway vehicles of all kinds. This nation's locomotive and rolling stock industry is not being fully utilized, is not investing heavily in research and development, and yet it really cannot be expected to do so when one considers the size of the domestic market. What expertise we have achieved is in real danger of being lost. The United States' policy of "Buy America" together with a small local market here is forcing major builders such as Canadian Car in Ontario and Bombardier in Quebec to investigate the practicability and profitability of relocating manufacturing plants in the United States. Such a move by Hawker Siddeley's Can-Car Division would have serious consequences on growth in the industry as a whole and on the province's employment in particular.

We hear much of the growing energy deficiency problem, and equally of the railway's efficiency in energy utilization. Yet, governments continue to emphasize road and air transport in the allocation of funds for transportation. A viable and domestic locomotive and rolling stock industry is essential to solving energy problems in transportation. The Ontario Government could do much to address this by lobbying and insisting that the autopact be broadened to include railway vehicle manufacturing.

2 / Public and Environmental Safety

The volume of railway train derailments, the grave consequences when dangerous commodities are involved, the insurance costs, the general inconveniences and attendant medical costs demand that government take a considerably firmer posture in all areas of railway safety. The public (travellers, shippers, train crew and passers-by) have every right to expect that motive power, rolling stock, trackwork and signalling be in satisfactory condition and safely operable. Furthermore, it should be possible to detect danger points before accidents occur.

Rail lines should be equipped with "hot Box" detectors, and such other appliances as technology can be made to serve rail transport with greater safety.

Grade crossings for all main lines should be eliminated. Years of bickering among the parties risks human lives and escalates the cost of the grade separations.

3 / Taxation

Although I stand to be corrected, it is my understanding that railways are taxed on their rights-of-way and yards. Are airlines and shipping companies similarly taxed? Are users' fees commensurate with the costs of construction, debt servicing and operation?

4 / Research & Development

For a province which spends so much of its total energy in transportation, has been so transformed by the railway and whose viable future may well depend on satisfactory rail transportation, government, industry, academia and society generally seem unwilling -- perhaps even uncaring -- in investing in railway R&D with few exceptions (the Millhaven centre being a noteworthy one).

5 / Labour

Railways are labour intensive. Although this first appears as some kind of social benefit, I do not agree that it really is the most productive and satisfying way to utilize human resources, nor is it conducive to efficiency in railroading. For example, in the 1980's why must operating crews be changed every couple of hundred miles? (There are four crew changes between here and Montreal for passenger trains -- a rail distance of 860 miles!) Operating practices established in the era of steam railroading are quite out of place in what ought to be modern railroading. There is no more inviolate a topic in the industry than job protection. This is an unfortunate concept for it confuses employment protection and job necessity. Surely this is too important an area to leave unstudied.

6 / Preservation of Corporate Records

Many communities in Ontario were "railway" towns, at least for significant portions of their history.

The economic and social impact of the railway business in such a community stands a very good chance of being unpreserved as long as railways (and businesses generally) are allowed to throw out their history. Sometimes even whole enterprises are largely undocumented. The Canada Southern Railway in southwestern Ontario is a very good example of this. The lack of preserved documents prevents legal substantiation of alleged grievances especially by minority shareholders, thwarts wise political regulatory control and frustrates historical research into the economic, social and other aspects of our history.

7 / The Paper Companies

The proprietary, non-operating railways are, I believe, our forgotten companies. Really, who is monitoring these legal entities? Most railways fall under federal regulatory control; but, with the clear aviation bias of the Ministry of Transport, the workload presented by the big railways, potential cutbacks in the federal ministry and the "low profile" which the paper companies present, one wonders just how effectively the Canadian Transport Commission can monitor such firms. There are many more P/N-O railways in Ontario than many people suspect. In light of recent developments concerning the Ontario & Quebec Railway and the Canada Southern Railway, one wonders how much is going totally unchallenged.

P/N-O companies are not required to file an annual report. Now, surely that is at least curious! The Grand River Railway Company, the Lake Erie & Northern Railway Company and the Kingston and Pembroke Railway Company prepare "balance sheets". But, one cannot get one even if one is a stockholder. The secret is to attend the company's annual meeting.

Are the assets of such firms properly managed and protected? Are shareholders -- especially minority ones -- reasonably protected (if O&Q caper is any example, the answer is 'no')? Are significant amounts of pension funds invested in such enterprises? Where can one get information -- one is LEAST likely to get[†] from stock brokers?! Is the government foregoing taxes because it does not know about such companies?

8 / The 999-Year Lease

The concept of a 999-year lease seems peculiar to railroading. Aside from its intent a century ago, what validity or relevance does it have to commerce today? Why should a lessee be allowed to treat the lessor's property as if such property were the lessee's own? Is not such activity illegal, and in fact in violation of trusteeship? Are the lessor's property properly managed in such a situation? What can minority shareholders do if they genuinely believe there is something wrong?

The millenium-less-a-year lease gives rise to confusion rather than clarity.

9 / Securities Legislation

Legislation concerning the offering and trading of securities needs a review which would result in there being an improvement in the amount of information which must be disclosed to shareholders and any related matters which would be beneficial to the investing public.

Companies should be required to give notice of their annual meetings in sufficient time for shareholders to plan attendance. That notice should include a draft agenda with some detail. After the annual meeting all shareholders on record at the time should be mailed a copy of the proceedings. There must be some provision for shareholders to ask in person at a meeting or by mail questions pertaining to their company. Canada Southern is a good example where management avoids answering any questions whatsoever.

Directors of Canadian incorporated railways should number not less than 50 per cent Canadian. There should be provision to include one director who represents the company's minority stockholders as a group however that may be appropriately defined.

Annual reports should be much more than balance sheets and statements of changes in financial position. There should be a written summary of the company's growth or decline, major purchases or sales in physical plant and investment portfolio, maintenance of right-of-way, long-range goals, significant litigations in which the company is involved, biographies of the board of directors with their respective financial involvement

in the company, a listing of the company's subsidiaries in which there is not less than 50 per cent ownership, engineering studies for major alterations in the firm's route, a statement giving some attention to who owns the company. In addition, all subsidiaries (as defined above) should have their respective annual reports included. Consolidated statements have their place, but they are no substitute for detailed, clear information about the financial state of an enterprise, especially when that enterprise may have significant incomes/obligations from/to subsidiaries. Such summaries must be written so as to be understood by people other than accountants and lawyers.

Canadian incorporated companies must not only have but also appear to have their head offices on Canadian soil. The residency of a head office must be considerably more than a mailing address given in an annual report. A postal address by agency does not fulfil this requirement; no an enterprise must be required to have its very own quarters complete with a postal address, street address, staff, telephone or whatever may be considered in maintaining the corporate organization of the company. When leased companies degenerate to such a situation, the 999-year lease should be null and void or at the very least subject to a thorough re-negotiation.

Requirements such as these would, I believe, lessen the development of such tangled business affairs as the Courts are now being asked to sort out in the cases of the Ontario & Quebec and the Canada Southern railways.

10 / Electrification

Approximately 60 per cent of all oil consumed is used somewhere in transportation. (Read again) Consequently, we should be endeavouring to make our transportation modes ever more efficient together with favouring that (or those) mode(s) which is (are) more energy efficient.

Electrification of specific trunk rail lines should now be planned in order that the tremendous capital costs for the projects can be phased into the economy with few surprises and overall lower costs than otherwise would be the case.

11 / Railway Museum

The Government should plan and fund the establishment of a first-class railway museum and archives centre. Scattered groups of volunteers, however well meaning, have neither the financial resources nor expertise to prepare, fund, staff and operate a railway museum. Such groups should be consulted however.

Rather than having a dozen or so low quality displays scattered throughout the province, it would be better to have one comprehensive and professional museum centre. For ideas, visit the York Museum in England to see just what can be done to preserve and display items of rolling stock and locomotives.

12 / Expansion of Ontario Northland

The Government should open negotiations with Canadian National Railways for the purchase of the line from North Bay to Washago and one of the two lines from Washago to Toronto. The Ontario Northland Railway would then be in a better position to improve freight and passenger services to northeastern Ontario. The railway would, or should, be more viable financially.

JUN - 3 1980

May 31, 1980
 5 Hilltop Dr., Apt. 4,
 Cambridge, Ont.
 N1R 1S8

OTFOPRP
 Room 172, Legislative Bldg.
 Queens Park, Toronto

Dear Honourable Chairman:

Bring back passenger service please, to downtown Cambridge! It could relieve a major traffic movement problem, congestion, a disease the Chinese say, can be cured by circulation. If rail were re-circulated to this area, many commuters would love the Task Force for doing it. It's that important to them; would you rather read a morning paper than fight escalating traffic jams? Many residents now prefer a bus directly to Toronto, even though it doesn't go to Union Station. It's still easier than attempting to go via Kitchener; two or three inter-city runs were cancelled recently, and once you get there a cab is needed to complete the distance. This existing structure is inefficient, and badly in need of change. A new Cambridge-Toronto service should prove a warranted and viable business, even when placed in the larger context of its relationship with airline services in Ontario. We need rail now, so we can help ourselves happily bring an end, to our cultural/economic backwater status within the region and province we live in.

Many economic trade-offs are made in Cambridge because of automobile dependency, and lack of good transit. Even though our overall transportation network's structure makes Cambridge more accessible to the rest of Ontario than Kitchener, our retail sector is not as strong at all. We have a twenty year supply of retail space, and housing for years to come. Cambridge's people will not be served by more, poorly designed expressways. Five King's highways now criss-cross the city extensively, though most are now labelled Regional roads. Here, our lives do take place more on roads than in well thought out "people places". However, we potentially do possess the charm of a Stratford, and are just now initiating our own tourism/visitor and convention trade. In its infancy, it is much in need of help. Cambridge is scenic, historic, and very amenable to train visits. Visiting friends and relatives make up a significant portion of customers in the travel and hospitality industry. Cambridge's unique demographics mean it is going to need real assistance in building its hospitality industry.

Culturally, Cambridge is sometimes considered a clean and productive, but lunch-bucket industrial city, one with lots of traffic. We have a six lane "cruising strip", not at all the ultimate consumer marketplace, and just one twin cinema. Event-oriented activities are also deficient by area standards. For most such amenities, this city of 75,000 usually drives to the Kitchener-Waterloo area; people from K-W, Hamilton, Guelph, and Toronto find no reason other than business to come to Cambridge. Conversely, trains create a positive cultural identity; they tend not to fragment or isolate people as do traffic jams or congestion. It would be much easier to enjoy the designated core of downtown Cambridge if the volume of traffic were less. A new rail terminal on the west side of the Grand River would eliminate thousands of daily bridge crossings through the core, by drivers enroute to work. That alone would enhance our cultural and environmental experience.

2.

The next stop for passengers leaving this new station, would be the old station, a point to be integrated with city bus service as a transfer area. Booking trains would be quick and computerized, and a metro-pass type of service required. A monthly reservation system would facilitate consumer use (a guaranteed seat, social experience of the "regulars"), and simplify government accounting. New, lighter, unibody cars could be built for fuel savings. Simple washroom and canteen amenities would be needed for the four to six runs daily into Toronto. A late train from Toronto, leaving after midnight or thereabouts would be vital to use of this service. One stop might be made at Milton, and one or two made at Mississauga.

One person who would use the train service, is Alexander L. Reading, Canada's oldest, active, PhD'd geologist, famous for his explorations and discoveries. Last Fall, he required the services of my father's station wagon twice, once to transport himself and much equipment to Union Station (en route to a claim well north of Sudbury, alone), and once to retrieve his collection of priceless oils and watercolours (his own) from storage in Toronto. He taught Norval Morisseau basic technique, and spent three years instructing one of the group of seven, Franz Johnson, early in his career. Sandy, at 95, makes regular solo trips to Toronto General for check-ups, sometimes to go shopping. Now and then he visits the Ministry of Natural Resources on business (prospector's licences), and every so often visits an old family friend, Roland Mitchener. Please facilitate his existence; he prefers trains but finds it impossible to travel via Kitchener. He is dynamic, though deaf, and dear to his wife and friends, if not to Canada. Demographics point to a growing senior citizen resource in Ontario; often they cannot, or prefer not to drive. Good transportation is a catalyst for the realization of this province's full potential. I personally could have used train service to keep a new career in Toronto; car costs forced me back after two months.

"The train is the normal mode of inter-city travel in Europe and in the U.K. Trains are cheaper, cleaner, safer than airplanes, and infinitely superior in terms of saving energy and preserving the environment.

"For every gallon of fuel consumed, a jet aircraft provides seventy seat-miles. The private car is about twice that efficient--140 seat-miles per gallon. The bus is more than seven times better than the plane, at 500 seat-miles per gallon, and the train is twice as efficient as the bus, at 1,000. Like all figures, these must be treated with caution; an empty train doesn't compare so favourably with a full aircraft; the ratios only apply to comparable load factors--the proportion of passengers to seats. Whatever measure is used, however, trains are much more efficient than any other form of transport.

"They can also be just about as fast. The train is not the speediest way to get from Montreal to Vancouver, and never will be; but to get from Ottawa to Montreal, or Toronto to Ottawa, or Windsor to London, it is the ideal solution. At least it should be. The fact is that we have allowed our railway system to get into such appalling shape that our trains are dirty, old, and unreliable."

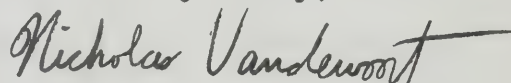
(Walter Stewart, quoted from Paper Juggernaut)

3.

The provincial government would have to give this revived, comprehensive passenger service for Cambridge a fair chance for an initial three year period. Then, some kind of sustain or terminate decision should be made. As the price of fuel keeps climbing, more and more will take the train. Most people in Cambridge see and hear all the time, just how much money you're saving by leaving the car and taking the TTC. You can easily predict response to the changed cultural/environmental/economic condition here, by asking people a few questions, if you need to. It would be a beautifully simple case of anticipatory democracy. I believe we are just waiting to see something from the government, the word GO!!

Lastly, train service should connect from Union Station to Toronto International Airport. The service would more than help Toronto. They do it at Heathrow, why not here? Truly, it is the structure of a society which determines its ultimate behaviour, not its coefficients. Rail suits this city much more than more, ill-placed four lane expressways. Our local community cable TV could prepare the Task Force a short documentary on the case for rail in Cambridge. After all, there's hardly a resident who can't hear the trains echoing constantly through the valley; it's time we restored more than just an audible relationship with them, especially for my deaf friend. He plays a mean harmonica, too.

Yours very truly,



Nicholas S. Vandervoort

p.s.: I'd like to give credit to a friend of mine, Jeff Neil, for valuable technical advice.

58 Glenridge Ave.
 St. Catharines, ON
 L2R 4X1
 416 685-5566
 May 28, 1980

Ontario Task Force On Provincial Rail Policy
 Room 172, Legislative Building
 Queen's Park
 Toronto, ON
 M7A 1A2

Dear Madam Chairman and Gentlemen:

I'd like to express my views on the passenger train aspect of your study. I'd like to see Ontario expand passenger train service, including both the addition of more trains to certain schedules and the reopening of service to places that have lost service, and the purchase of new equipment, since it appears that the Federal Government and Via Rail Canada are not interested in doing this.

In the United States they have what is known as the 403-b provision of Amtrak whereby any state that wishes additional passenger train service may apply to Amtrak to do this. The service is then put on a waiting list and as equipment becomes available service is instituted. Until recently the state and Federal governments had split the costs 50/50, but recently on account of the gas shortage and the unfortunate trimming of Amtrak's route structure congress has agreed to pay 80% of costs of 403-b routes for the first year, 60% the second and back to 50% for the remaining years the service is operated.

The biggest success story has been the Los Angeles - San Diego route. Amtrak was running 3 trains a day each way and then until under the 403-b provision 3 more were added by the state. This resulted in a tremendous increase in ridership and the runs now cover 80% of their costs and one run makes a profit. Ridership is above that carried during World War II, the previous record high. A fight is now in progress with Santa Fe over the addition of a 7th and 8th runs.

The state of Connecticut has ordered 13 of Budd's new SPV*2000 cars and will lease them to Amtrak at a \$1 per car per year for

increased service between New Haven, Hartford and Springfield. This is in addition to its share of the subsidy (there will be some reduction made in the state's share of the subsidy in consideration of the new equipment).

Ontario in conjunction with some the other provinces petition the Federal Government for some sort of similiar 403-b arrangement with Via or it could operate additional service under the Ontario Northland Transportation Commission or some other arrangement.

I think the government should do its best to discourage the word subsidy in conjunction with picking up the tab for rail services and replace it with investment, as subsidy implies a negative connotation. Another alternative would be to call the money spent on airports, bus terminals and roadways a subsidy.

I think that new train should be investigated both on the basis of year round traffic and seasonal traffic. For example perhaps I feel that the Sault Ste. Marie - Sudbury - Toronto and Toronto - London via Cambridge routes might have potential as year round routes and Toronto - North Bay and Toronto Owen Sound or Collingwood potential as summertime and winter-time only routes. The former two serve two fairly big cities that do not have Via train service, while the other two serve recreation areas.

The SPV-2000, a self propelled vehicle produced by the Budd Company and similiar to their Rail Diesel Cars or RDCs as they're commonly called, would seem to me a good choice of equipment for some runs as they are supposed to be capable of speeds of up to 120 mph. equipment would also be go.

Conventional

Ontario could purchase new equipment for Via for existing runs in Ontario such as Toronto - Montreal, Toronto - Ottawa and Toronto - Windsor and Sarnia, with arrangements being made with Via to operate certain other runs.

According to the August, 1974 issue of Science Magazine, page 670 railway and mass transit construction would create 3.2% more jobs than highway construction and would use 157.32 10⁹ Btus as compared to 409.53 10⁹ Btus for highway construction. This for is for projects costs \$5 billion each in 1975 \$.

Although unfortunately I can't locate the figures I know that urban rail transit construction uses less energy and creates more short term and long term jobs than urban highway construction.

One final thing I would like to see GO Transit extended to Niagara Falls and the Canrailpass accepted on the O.N.R. or at least get a discount on fares with a vaild valid Canrailpass.

Yours sincerely,

Peter D. A. Warwick

Peter D.A. Warwick

APR 18 1980

216F St. Anne's Road
SUDBURY, Ontario P3E 5M4

15 April, 1980

Margaret Scrivener, M.P.P.
Ontario Task Force on Provincial Rail Policy
Room 172, Legislative Building, QUEENS PARK
TORONTO, Ontario M7A 1A2

Dear Ms. Scrivener;

I note from an advertisement in the Sudbury Star that your task force is seeking some reaction concerning rail service. I am sure I can contribute nothing new. Surely the problems have been sifted over numerous times. I would like only to have my feeling about rail service on the record.

I am a member of the faculty of Huntington (Laurentian) University. I own an economical car (Honda). My work takes me to North Bay (80mi.) twice each week, and to Toronto almost every week for an overnight trip. For the trip to Toronto, I am the victim of the bus, as I neither can nor will pay \$112 return for the flight, nor will I spend seven hours on the train instead of the slightly less than five hours the bus requires. Because of scheduling, I must drive for one of my North Bay trips. For the other, I am able to take the bus over, and the transcontinental train back.

Last year, as I was teaching more at Nipissing in North Bay than in Laurentian, I lived in North Bay, and took the Northlander train to Toronto whenever possible, even though it took an hour longer than the bus. I grew up along the Boston-Washington Corridor in the U.S. and know what an excellent and frequent train service can mean. Also, I spend most summers in Europe, and there would not think of travelling any other way.

I have read the figures on the Northlander, and know that despite its popularity and high usage, the loss in running it is staggering. Even though I hear conversations regularly on the bus about what a confining and uncomfortable form of transportation the bus is, I am not naive enough to think that a frequent and fast train service will ever draw sufficient numbers of customers to make it economically viable with our small population base. I merely wish to state that I for one would use it if the schedule made it possible, and I know many people who are forced to travel the bus would use the train for the long Toronto trip if they could.

Frequently the bus companies run ads in the North Bay paper listing departure times for various places. VIA should be letting the public know that there is at least some train service. The North Bay-Sudbury fare is \$1.00 cheaper, it is possible to have a fairly decent meal on the train, and most of the seats are empty! Who would not prefer to travel this way?

Good luck in your work!



Malcolm Wechsler

MAY 27 1980

158 Adie Street,
Sudbury, Ontario, P3C 2C8,
May 24, 1980.

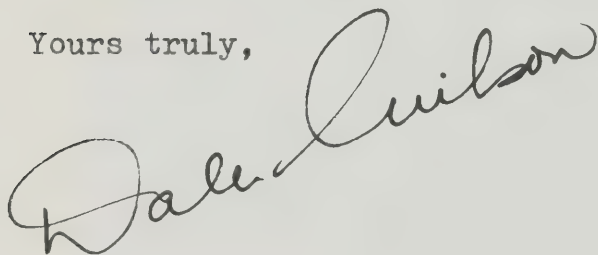
Ontario Task Force on Provincial Rail Policy,
Room 172, Legislative Building,
Queen's Park, Toronto, Ontario, M7A 1A2.

Dear Sirs:

Enclosed is my submission concerning Ontario rail policy for your attention.

I would appreciate having feedback on the Task Force's decisions.

Yours truly,

A handwritten signature in cursive script that reads "Dale Wilson". The signature is written in dark ink and is slanted upwards to the right.

Dale Wilson.

MOVEMENT OF PEOPLE AND GOODS BY RAIL IN THE PROVINCE OF ONTARIO

Central Problem:

"Large amounts of freight and most of the people moving in Ontario do so on the highways"

Aspects of this problem that the task force might ^daddress itself to are:

- (1) This province continues to expand and upgrade its highway network in the face of an obvious fuel crisis.
- (2) Motor vehicles (for whatever purpose) seldom, if ever, pay the cost of engineering, building and maintaining the highways through licence fees and fuel taxes.
- (3) Many shippers continue to use trucks even though the cost by road (to the shipper) may exceed that of rail shipment. There are a number of reasons for this, as follows:
 - (a) Railways are not aggressive in seeking any and all traffic for all rail movements.
 - (b) Trucks usually provide faster service since railways mistakenly assume that their job is running trains rather than moving freight.
 - (c) Door to door service is available for all classes and amounts of freight via truck but this seems to be true only for some classes and amounts by rail... or at least that is the impression left by the railways.
- (4) The use of some form of modular shipping has apparently not been seriously considered for shipments travelling short and medium distances - the railways tend to abandon all such business to trucks. Examples of such modular services would be highway trailers piggybacked on railway cars or containers capable of being shifted back and forth between truck and railway car. Such concepts are not new - they are merely not used on short and medium distances.

- 2 -

- (5) Transcontinental passenger trains do not and cannot provide effective intercity passenger service. The great distances covered by such trains makes it difficult to keep to even stretched out schedules. For example, the VIA Canadian requires seven hours to cover the 250 miles between Sudbury and Toronto and since the train arriving in Sudbury from the west has such a deplorable on-time record it is rarely able to make up enough to be on time in Toronto.

Where frequent, fast service is available, passenger numbers increase. Such service should be available to more of Ontario.

Thunder Bay, Sault Ste. Marie and Sudbury currently do not have any meaningful intercity service by rail. Sudbury and Thunder Bay are served only by the inadequate Canadian and the Sault has NO rail passenger connections to any major population centre.

Surely if there is any belief in the "energy crisis" in this province, these three centres should have intercity trains and policies should be introduced by the province discouraging highway use by passenger carrying private motor vehicles of all types.

- (6) The only new railway passenger equipment in sight as this is written is the "LRC" trainsets ordered by VIA but yet to come from MLW-Bombardier. These were ordered for use on the Quebec City - Montreal - Ottawa corridors and will really only serve to replace already obsolete VIA equipment. Perhaps new railway cars should be ordered NOW? And perhaps those orders should be placed in ONTARIO?

- 3 -

Respectfully Suggested Directions for Action:

- (1) Provincial incentives to encourage all rail or intermodal shipment of freight employing rail to the maximum. Such incentives might be:
 - (a) Reduced provincial fees and taxes on trailers used most of their life in railway piggyback service rather than on the roads.
 - (b) NO licencing of tractor-trailer operations for distances greater than 50 miles or to the nearest truck-train transfer point.
- (2) Encouragement of rail passenger services for both intercity and commuter operations, as follows:
 - (a) Levying of provincial taxes on a gradually increasing scale on all land used for parking purposes, including shopping centres.
 - (b) Cease subsidies for road use such as the \$10 northern Ontario licence fee.
 - (c) Gradually increase all vehicle licence fees and fuel taxes at least until all costs of road maintenance are met.
 - (d) Increase provincial incentives for construction of railway passenger cars and city buses.
 - (e) Draw up and implement a plan for replacing bus with rail services throughout the province. This should include both commuter and short to middle distance travel.
 - (f) Require all provincial civil servants to use the rail mode when travelling on public business.

- 4 -

Final Consideration:

In the decade 1969 to 1979, if all the monies spent by Ontario on highway building and expansion, and all the monies spent to maintain this new construction had instead been poured into commuter and intercity passenger services within this province, would Ontario now need to be nearly as concerned about petroleum supplies and a dying automobile industry?

Is it possible that Ontario will radically change the emphasis of its transportation policies for the next decade to counter the error of the past decade?

SUBMISSION BY
CANADIAN MANUFACTURERS' ASSOCIATION TO THE ONTARIO TASK FORCE ON
PROVINCIAL RAIL POLICY

This submission supplements The Canadian Manufacturers' Association's verbal presentation to the Task Force on April 23, 1980. Its purpose is to identify manufacturers' dependence on rail freight services and the access they have to such services. It summarizes CMA's position on transportation policy and suggests some future direction for development of rail services as an efficient user of fuel.

Manufacturers make two very separate and distinct uses of rail services- direct use, in siding to siding movement of carload or trainload lots and indirect use which is the use of piggyback, containers, pool-car and express services.

While many manufacturers are both direct and indirect users a major portion are confined to indirect use since they do not have direct access to rail sidings. Resource based manufacturers and producers of bulk products are heavy direct users of rail and in many cases are highly dependent on that mode. Secondary manufacturers in many cases employ direct rail for the inbound movement of raw material but employ indirect rail and highway services for outbound distribution of finished products. Usually direct rail is employed for the distribution of finished industrial and consumer goods only for long distance inter-provincial movements.

While all manufacturers have the physical ability to use highway carriage and hence indirect rail services many lack access to direct

- 2 -

rail services. In situations where direct rail access may be possible manufacturers may be reluctant to incur the cost of purchasing or leasing rail sidings. The cost of leasing established sidings has increased dramatically in recent years. Also, the railways have adopted a policy of acquiring new railway cars for particular industry needs rather than for general service. While there is still a substantial fleet of general service cars the trend is clearly toward more specialized equipment for particular traffic needs and also a tendency for the railways to encourage shippers to make the investment in the necessary railway equipment for new movements, either through purchase or long term lease. The problems of access and railway equipment tend to make direct rail use unattractive to smaller manufacturers and other low volume or infrequent users.

Following are the chief criteria used in selecting a mode of carriage:

- (1) Cost of transportation.
- (2) Cost of packaging, loading, securing, and unloading for the respective mode.
- (3) Availability of suitable loading/unloading facilities.
- (4) Transit time.
- (5) Consistency and reliability of service.

Clearly, depending upon their individual needs and priorities, manufacturers will weigh each factor differently. Also changes in the business environment generally, such as current high interest rates, will result in increasing the relative importance of certain factors.

...3

- 3 -

CMA believes that efficiency and competition should be the primary objectives of a transportation policy. We believe that competition rather than government regulation leads to an efficient transportation system which will respond appropriately to user needs. We have opposed initiatives to change the competitive philosophy of the National Transportation Act of 1967 and to legislate cost based formulae for the purpose of establishing freight rates.

However, we recognize that some users are heavily dependent upon rail services and we believe that neither the maximum rate provisions of the Railway Act nor Section 23 of the National Transportation Act have proved to be an adequate recourse. An avenue needs to be found which will provide more expedient relief for legitimate user difficulties. This may require improvement in the interpretation and administration of present legislation or some legislative changes. The CMA has suggested that an arbitration process may play a useful role. We emphasize, however, that we do not seek any change in the fundamental philosophy of present legislation nor any massive intervention by government or regulatory bodies in the transportation market place.

If, as seems probable, that due to increasing energy costs, it is desirable to shift traffic from the highway to the rail mode we would expect this to be achieved through appropriate pricing differentials. Such a shift, to be at all practical, will focus on increased use of inter-modal services which would use rail to provide line haul service

...4

- 4 -

between main centres. Establishment of appropriate facilities for intermodal transfer requires detailed planning and co-operation between the railways and all levels of government. We believe that it is essential for Ontario to have a clearly defined policy which would support and facilitate their development by the railways or other entrepreneurs.

No statement on rail policy in Canada is complete without reference to the Crow's Nest Pass rates issue. While not of direct interest to manufacturers resolution of this matter is in the interest of all rail users. Certainly the deficiency in compensation received by the railways for the movement of export grain must be reflected in rates charged on other traffic and must influence railway decisions regarding capital investment.

We look forward to the development of a sound policy position on rail transportation by the Province of Ontario and to hearing Ontario's voice in debate on national transportation policy issues. We should welcome the opportunity of participating in further discussion at any appropriate time.



Muskoka Lakes Association

Founded 1894

P.O. BOX 298, PORT CARLING, ONTARIO

JUN 19 1980

June 18, 1980

Mrs Margaret Scrivener
Chairwoman
Ontario Task Force on Provincial Rail Policy
Room 172 Legislature Building
Queen's Park
Toronto
Ontario
M7A 1A2

Dear Mrs Scrivener

On behalf of the Muskoka Lakes Association we would like to submit a Brief to you on Rail Transportation to the Muskoka Area. Our Association now has 2,500 family members representing over 10,000 people, which we feel makes our views worthy of consideration.

Existing Rail Facilities

Rail facilities already exist covering these Muskoka centres:

Gravenhurst	Bala
Bracebridge	Foot's Bay
Huntsville	MacTier

To complement the above a supplemental bus service to cover the main Muskoka Lakes would be necessary. The following areas would cover the maximum traffic density:

Lake Rosseau area:	Port Carling	Minett
	Port Sandfield	Windermere
Lake Muskoka area:	Glen Orchard	Beamauris
	Port Carling	Milford Bay
	Torrance	
Huntsville area:	Lake of Bays	

Initially, to be economic, we would suggest this service be provided in the summer months of June to September.

.../...

- 2 -

Tourist & Recreational Potential

The economic base for this area is heavily weighted towards Tourist income. Government reports have been completed showing future projections of income from this source. We would refer you to a Report concerning the operation of the Segwun Steam Boat now under restoration at Gravenhurst and scheduled for working trials in August-September of this year. This Report proves the viability of this boat to operate at a profit. This will attract more tourists to the area.

A large park is planned for the Torrance Area on the Nelson Davis property which has been recently bought by the Provincial Government.

Both of the above can be serviced efficiently by a train-interconnecting-bus facility. Tourist and recreational demand would provide the necessary loading.

Pollution and Environment

As the cost of gasoline must increase, automotive use must decrease. For the Muskoka Area to survive, efficient public transportation must be provided as a substitute to the automobile. By the use of public transportation, less road facilities are needed and highway construction and improvement can be reduced to match lower traffic on the roads. Our Association has already expressed concern as to "improvements" to highway #532 between Windermere and Rosseau.

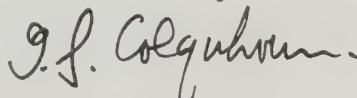
The definition of 'Pollution' can be extended to cover noise, fumes, etc, which detract from the environment in the North Country.

We hope you will consider our submission which, due to time limitations, presents few facts and figures to support our views.

If you wish, we would be pleased to submit a more comprehensive Brief with facts etc or to appear before your Committee to answer questions or supply any additional information.

We appreciate this opportunity to present our views to your Committee.

Yours truly



I L COLQUHOUN

Vice Chairman

Land Use & Taxation Committee

Muskoka Lakes Association

SUBMISSION

to

Ms. Margaret Scrivener, MPP
Room 172, Legislative Building
Toronto, Ontario M7A 1A2

regarding

Ontario Government Task Force
to develop
A New Provincial Policy on Rail Transport

Submitted by:

Ontario Physiotherapy Association
416 Moore Avenue Suite 304
Toronto Ontario M4G 1C8

June 30, 1980

Ontario Government Task Force to develop
A New Provincial Policy on Rail Transport.

Submitted by the Ontario Physiotherapy Association.

June 30, 1980.

The Ontario Physiotherapy Association is pleased to submit to the Ontario Government Task Force our concerns regarding the special needs of the handicapped in relation to the development of a new government policy on rail transport in Ontario.

We believe that rail transport must be developed so that accessibility for the disabled is a fact. It has been our experience that accessible transport for the disabled enhances the quality of life and the independence of the handicapped person.

On behalf of the Board of Directors of the Ontario Physiotherapy Association, we thank the task force members for their interest in and consideration of our recommendations.

Ontario Government Task Force to Develop
A New Provincial Policy on Rail Transport.

Submitted by the Ontario Physiotherapy Association.

June 30, 1980.

RECOMMENDATIONS

1. Ramps, rather than stairs, be made available for wheelchair use.
2. Sufficient lighting in all areas be installed due to the perceptual problems and general visual acuity problems of the aged.
3. Speed of door closure (i.e. automatically controlled doors) be timed so that persons who ambulate slowly and persons in wheelchairs have sufficient access.
4. Floor texture be such that wheelchairs are easily maneuvered and persons with weak lower extremities do not trip or slide.
5. Door widths be sufficient for wheelchair use.
6. Corridors leading to trains are as short as possible due to the decreased exercise tolerance of many handicapped persons.
7. Special assistance be provided for boarding and disembarking.
8. Special assistance be provided for the managing of luggage and children.
9. Automatic doors which open when normal body weight is applied.

Respectfully submitted,

ONTARIO PHYSIOTHERAPY ASSOCIATION,



(Miss) Zofja Anna Kelimbet,
President.

/sf

APR 28 1980

Margaret Scrivener, M.P.P.

Chairman

Ontario Task Force on Provincial Rail
Policy

Madam Chairman:

This is in response to your newspaper ad inviting written submissions to movement of people and goods within Ontario.

The railroads, both Canadian National and Canadian Pacific, derive a considerable revenue from hauling cattle from the Western Provinces to Ontario and Quebec. The cattle are usually stocker and feeder cattle, ranging in weight from 400 to 800 pounds in weight, born and raised to this weight on ranches and farms in the West, and sold to Ontario and Quebec (Eastern) farmers to be fed to market weight (1000 to 1400 pounds), and then sold to slaughter markets.

Eastern farmers usually contact order buyers in the West, who buy the cattle and arrange for rail transport East. On the way East, the cattle are usually unloaded at Winnipeg to be rested, watered, and fed; then reloaded and sent to their destinations at Midhurst (north of Barrie), Toronto, and other points, where farmers and drovers pick them up and truck them to the farms of the buyers.

The problems usually arise at the rest stop in Winnipeg where the cattle get mixed up, and at their destinations some shipments are short, or the wrong cattle get foisted onto a farmer who does not want the type or size of cattle he is presented with, and told to take it or leave it.

Since each animal is worth at the very minimum \$500, the financial consequences for a farmer facing today's very slim operating margins can be very grave, or downright disastrous.

In our organization, we have two documented cases where this has occurred, and there are undoubtedly many more cases where this has happened.

The instance with which I am most familiar concerns the father and son farming team of Gordon and Dale Pallister of R.R. 1 Dundalk. In the fall of 1978, their cattle shipment arrived at Midhurst one animal short. The shipping manifest noted the type of animal missing and the manifest had the proper number of animals in the shipment when the cattle were unloaded at Winnipeg. The Pallisters were presented with a bill for the full shipment, including the missing animal. Next year, in the fall of 1979, when they had paid the previous bill less the missing animal for the year before, and they went to Midhurst to pick up the next shipment of cattle, they were told that they would not get their cattle until they had paid for the missing animal from the year before. Therefore they had to pay for the missing animal and the shipping charge. This amount of money represents a significant part of the profit potential (if any) of these cattle.

Farmers have said that they would be willing to ride the cattle cars to make sure of a complete delivery; the railroads have refused. Cattle are handled in Winnipeg by the railroad's employees who probably have no conception of the worth of these animals; and all through the transportation process, the railroads will not take responsibility for their cargoes, in this case, cattle.

Many farmers are turning to long-haul truckers who offer faster safer, point-to-point delivery of livestock with a supervised, orderly

humane rest stop just west of Thunder Bay. Furthermore, farmers are faced with an increase in railroad rates, please note the accompanying article from the newspaper Farm and Country, of April 8/80.

Also, please note the resolution that our township Federation is sending on to the Ontario Federation of Agriculture and to the Canadian Cattleman's Association.

I am aware that your group is probably primarily concerned with the transportation of dangerous chemicals resulting from the Mississauga derailment, but I would like you to view this submission as another example of the casual manner in which the railroads operate. The railroads are an important method of transportation, now more than ever in light of high fuel prices, but their attitude toward farmers, and others, leaves a lot to be desired.

Please contact me if you have any questions I can help with.

Yours Truly,

Donna Cassan
Don Cassan

Sect.- Treas.

Proton Township Federation
of Agriculture.

R.R. 5 Dundalk. Ont.

923-5130

April 22/80.

NOC 180

Resolved; Since most public carriers of commodities are responsible for the goods that they handle while in transit, and customers of public carriers have a right to expect the safe arrival of all goods and commodities ordered;

and whereas: all invoices and bills of lading make note that the customer shall inform the carrier of any shortages or damages to goods in transit to secure an adjustment on carrying charges, or repair or replacement of damaged or missing goods,

and whereas; customers have the right to pay only for goods delivered and carriers are usually bonded and insured for damage or misplacement of goods in transit.

and whereas: there are documented cases of members of this organization (Ontario Federation of Agriculture) and the Canadian Cattleman's Association having to pay for goods not delivered by the carrier; specifically Canadian National and Canadian Pacific, public companies hauling feeder cattle from Western Canada, and some cattle are missing when delivered to the railhead yards at Midhurst, Toronto, and other points.

and further: that all cattle are unloaded, fed and watered, counted and handled by the aforementioned carrier's employees at Winnipeg, then reloaded and sent to their destinations where shortages are discovered by the customers, and reported to the carrier's employees, who were supposed to report the shortage or discrepancies to the appropriate authorities who would presumably make an adjustment;

It has occurred that appropriate adjustments were not made to customers, and they have been charged for cattle not delivered, and further shipments have been held up until the customer has had to pay for goods not delivered;

It is therefore resolved by the Proton Township Federation of Agriculture that the Ontario Federation of Agriculture, either alone or in concert with the Canadian Cattleman's Association, should notify government authorities, either federal or provincial, to amend the Public Carrier's Act or related legislation to ensure that customer's and specifically farmers pay only for cattle delivered and that the railroad either accept responsibility for misplacing cattle, or make sure that appropriate adjustments can be made on the spot by qualified railroad personnel when cattle are released either to customers, or drovers hired by customers.

Resolution moved by Dale Pallister, Director

Seconded by Ben Bouwmeister, Director

Proton Township Federation of Agriculture.

Edith Preston, President

Tom Cassan , Secretary - Treasurer

PROPOSAL FOR REGULAR TRAIN SERVICE
TO THE SOUTHERN GEORGIAN BAY AREA

For the Ontario Task Force on Provincial Rail Policy

by The South Georgian Bay Train Committee

I. SUMMARY OF RECOMMENDATIONS

A. The Provincial Government should support the initiation of a sport train between Toronto and Meaford on weekends during the ski season, December 15 to March 15, and during the summer tourist season, June 15 to Labour Day.

B. The Collingwood-Beaver Valley Area is particularly suited for the introduction of train travel as it is the location of Ontario's largest ski resort, with over 500,000 winter visitors; its summer operations are increasing in scope as a result of the Blue Mountain's Great Slide Ride and Slipper Dipper Water Slide, Blue Mountain Pottery, Wasaga Beach Dinosaur Valley and other attractions.

Extensive recreational home communities are under construction in Collingwood, Thornbury, and Collingwood Township. Collingwood Township is anticipating a population of 20,000 in the next two decades.

C. Commanding excellent summer and winter recreational opportunities on the Blue Mountain and Georgian Bay, the resort area is convenient to Toronto and linked to the city by established rail lines. The main tourist and recreational attractions are clustered near the rail line.

D. The area under consideration was designated as a four seasons recreational area. Its tourist developments have been warmly supported by the Provincial Government and by the local municipal councils. Since 1974, there has been powerful support for reviving rail passenger service which did exist in the 1950's.

SOUTHERN GEORGIAN BAY TRAIN COMMITTEE

C/O MR. GEORGE WEIDER
R.R. 3
COLLINGWOOD, ONTARIO
L9Y 3Z2
(705) 445-0231

JUL 29 1980 (*First Bldg. S.*)
AUG - 7 1980 (*Room 172*)

July 29, 1980

Mrs. Margaret Scrivener, MPP
Chairman,
Ontario Task Force on Provincial Rail Policy
Room 172
Main Legislative Building
Queen's Park
Toronto, Ontario
M7A 1A2

Dear Mrs. Scrivener:

On April 26, a meeting was held at Blue Mountain and attended by representatives of the Collingwood Chamber of Commerce, Collingwood Township, and the Go North Committee. The meeting resulted in the formation of the Southern Georgian Bay Train Committee which has undertaken to study the feasibility of train travel to the Collingwood-Meaford area.

Members of the Committee are: David Paul, Ministry of Industry and Tourism, Owen Sound; Paul McKessock, Grey-Bruce Tourist Council, Owen Sound; Isabel Grace, Blue Mountain Resorts Ltd., Collingwood; Len Rocque, Alpine Shores, Thornbury; Lucille Rocque; Peter Oehm, Upper Canada Railway Society, Toronto; Sheila Metras, the Jozo Weider Information Centre, Collingwood; Tos Nysten, Blue Mountain Lodging Association, Collingwood.

We have reviewed previous research on train travel to the area and carried out new research, especially in relation to tourist-related economic development and growth of visitors to the area. The results of our investigations have been incorporated in the enclosed brief which we respectfully submit.

The Southern Georgian Bay Train Committee



George Weider,
Chairman

GW/lr

Enclosure

SOUTHERN GEORGIAN BAY TRAIN COMMITTEE

C/O MR. GEORGE WEIDER
R.R. 3
COLLINGWOOD, ONTARIO
L9Y 3Z2

BRIEF TO ONTARIO TASK FORCE ON PROVINCIAL RAIL POLICY - SUMMARY

(705) 445-0231

I. THE PROPOSAL

- A. The Province should support the institution of a sports train to the Collingwood-Beaver Valley area.
- B. The train should be run on week-ends from December 15th to March 15th as a ski train and as a train for tourists and vacationers in the summer season, June 15th to Labour Day.

II. FEASIBILITY

- A. The area is on existing rail lines, and a train service is in effect over approximately half the distance (Toronto-Barrie).
- B. The major recreational and tourist attractions, the ski areas, Blue Mountain Pottery, the Blue Mountain Slide Rides, the Scenic Caves, and other attractions are clustered near the rail line.
- C. Stops would be made in Stayner, Collingwood, Thornbury and Meaford, allowing easy access to the tourist accommodations, services and attractions in these towns.
- D. The area has much in common with the Laurentians, where a sports train is functioning successfully between Montreal and the Laurentians.

III. MARKET PROFILE

- A. Winter recreation is anchored by Blue Mountain, Ontario's largest ski resort, which has purchased Georgian Peaks and together with the Peaks has a capacity for 8,000 skiers per day. Blue Mountain expects 510,000 winter visitors in 1980-1981. There are seven other ski resorts in the Collingwood-Beaver Valley Area.
- B.. Major tourist attractions ensure heavy traffic during the summer season. Wasaga Beach has been up-grading its services for year-round operations. Blue Mountain Pottery in Collingwood has over 600,000 visitors during the summer. Blue Mountain, which recently installed the "Slipper Dipper" water slide as a companion to its "Great Slide Ride", expects over 300,000 visitors this summer.

- C. Possessing two major physical resources, Blue Mountain and Georgian Bay, the area has great natural beauty, is convenient to Toronto, and offers virtually every type of outdoor recreation conceivable. The Niagara Escarpment Commission protects the Escarpment from disturbance, and promotes recreational uses of the Escarpment. For the above reasons, the area was designated a four seasons recreational area by the Provincial Government in 1978.

IV. PROPOSAL FOR A STEAM TRAIN BY THE ONTARIO RAIL SOCIETY

- A. The Ontario Rail Society has asked the municipalities to support a steam train to run between Collingwood and Meaford. The Society expects 90,000 rides in the first year.

V. TOURISM DEVELOPMENT STRATEGY: COLLINGWOOD-MIDLAND-ORILLIA

- A. This document was commissioned by the Ministry of Industry and Tourism and has just been released. It specifically focusses on the Collingwood-Beaver Valley area as having features that will make it a year-round destination resort complex.
- B. The Strategy Plan supports the institution of a recreational train to the area, and endorses the steam train proposal.

VI. SUPPORT FOR TRAIN SERVICE

- A. Municipal governments, Chambers of Commerce, private businesses and other bodies have consistently supported the revival of train service to the area, and were behind a proposal by a Committee similar to this one in 1974.
- B. Our brief is accompanied by eighteen letters in support of train service, and additional letters will be mailed directly to the Task Force.

MAY 21 1980



19 May 1980,
Gravenhurst, Ontario.

united transportation union

Ontario Task Force On Provincial Rail Policy,
Room 172, Legislative Building,
Queen's Park, Toronto, Ontario
M7A 1A2

Effective on February 3, 1980, after months of negotiation between Canadian National Rlws., the United Transportation Union and the Brotherhood of Locomotive Engineers, stations at Barrie and Gravenhurst were closed as home terminals for both Trainmen and Enginemen. The result of these closures has required many rail employees to commute from said communities to Toronto Union Station and MacMillan Yard, located at Highway - 7 and Keele Street.

The point that I would like to make to the Committee concerns the operation of transport trucks, especially on Hwys. #400 and #11, between Toronto, North Bay and possibly Cochrane. It has been noted that the Ontario Provincial Police spend many hours using radar to stop and ticket cars, small trucks and Vans, while transports, in both north and south bound lanes, continue to travel well in excess of the posted provincial speed limits. In the past, especially the last few years, I'm certain that the biggest percentage of traffic accidents on these highways, somehow involved a transport truck. There is now some discussion of allowing bigger and longer trucks to use our highways.

I am suggesting to the Task Force, that possibly transports should be limited in numbers on our main highway artery between northern and southern Ontario. In respect to highway safety and fuel economy, our railways could handle a daily operation of "Piggy-back" type trains in both directions, between Toronto and a central point in Northern Ontario. This would certainly help to alleviate the congestion on these highways. With the ever increasing numbers of commuters and vacationers wanting to get out of the City, something has to be done and I believe this suggestion is a good place to start. It seems to me that with a reduction in the numbers of trucks using our highways, many millions of dollars would be saved annually in road repairs.

Submitted for your perusal,

David L. King

David L. King,
Chairman, Local 1130,
United Transportation Union,
Toronto, Ontario..

cc.-Hon. Frank Miller,
MPP-Muskoka

P.O.Box 2182,
Gravenhurst, Ontario..
POC 1G0



140 Giles Street,
London, Ontario.
N5Z 2V7
May 29, 1980

united transportation union

Ontario Task Force
on Provincial Rail Policy
Room 172, Legislative Building,
Queens Park,
Toronto, Ontario.
M7A 1A2.

Dear Mrs. Scrivener

We wish to submit the following for your consideration, to improve rail service.

Either extend the GO service, or negotiate with VIA to lease GO passenger equipment. This would help VIA to get their equipment back into good shape and improve service.

Improve pick up and delivery between short haul stations. eg. London to Hamilton. This would help reduce trucks on the highway. The freight rate will have to be reduced and more fast short haul trains run.

Check and see why the railroads are short of equipment. If need be the Ontario Government could help set up a pool of cars just for Ontario. This would help reduce the rates.

Rumour has it that where 2 railroads service a community, they are negotiating as to who will drop out and who will stay. This matter should be looked into for competition sake.

Research into equipment design to make cars more attractive for multi purpose loads and protect load damage.

We would like to see Legislation passed to insure that industrial sidings are kept in good safe condition.

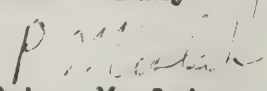
The Railway Transportation Commission made to do a better job of policing the railways.

Better inspection of equipment to reduce possible cases like Mississauga.

Set a specified distance, that anyone can build from the side of the tracks, to eliminate complaints of noise and dust etc.

Please find enclosed a copy of an article in which Mr. Bandeen suggests going public. All we can see is the railroad becoming like the ones in the U.S.A. plus loss of control by the taxpayers after all the years of paying.

Yours truly


Peter Maslak
Legislation Rep.
Local 353

THE CORPORATION OF

JUN. '80

THE TOWNSHIP OF THE ARCHIPELAGO

39A JAMES ST., PARRY SOUND, ONTARIO P2A 1T6 TELEPHONE (705) 746-4244

June 12, 1980

The Chairman
Ontario Task Force on Provincial Rail Policy
Queen's Park
Toronto, ON

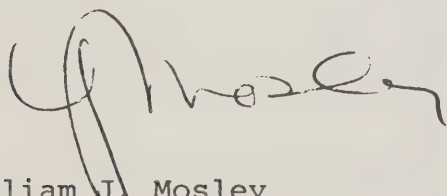
Dear Sir

Resolution of Council #80-R-134 is enclosed. This resolution is intended to be input to your evaluation of rail policy.

This office will enthusiastically cooperate with your committee to provide detailed information. It is well recalled by many persons how rail passenger service effectively served this area, particularly in regard to cottager and vacationer traffic in earlier years, and it is believed that circumstances may justify resumption of this service.

May I have your acknowledgment so that I may report to Council?

Yours truly



William J. Mosley
Clerk-Administrator

WJM:fc

enc.

c.c. The Honourable Lorne Maeck

THE CORPORATION OF
THE TOWNSHIP OF THE ARCHIPELAGO

RESOLUTION NO. 80-R-134

<u>DIVISION LIST</u>	<u>YES</u>	<u>NO</u>	<u>May 24, 1980 (May 31)</u> DATE
Councillor B. Barrett	_____	_____	MOVED BY: <u>Bonham H. Barrett</u> COUNCILLOR
Councillor J. Cox	_____	_____	
Councillor W. Jefferey	_____	_____	SECONDED BY: <u>Drury</u> COUNCILLOR
Councillor B. Martin	_____	_____	
Councillor M. Ogden	_____	_____	B. Barrett
Councillor B. Rolph	_____	_____	
Councillor J. Thorkildsen	_____	_____	ORIGINATED BY
Councillor J. Wilson	_____	_____	
Deputy Reeve C. Drury	_____	_____	
Reeve F. Hetherington	_____	_____	
Total	_____	_____	
CARRIED _____	DEFEATED _____		

WHEREAS the Government of Ontario has established the Ontario Task Force on Provincial Rail Policy,

AND WHEREAS passenger rail service is a desirable alternative to private automobile transportation, and is acknowledged to be more fuel efficient,

AND WHEREAS the Toronto-Sudbury lines of both CPR and CNR pass through The Township of The Archipelago,

NOW THEREFORE BE IT RESOLVED that the Clerk-Administrator be authorized and directed to inform the Task Force that this Council wishes the Task Force to examine the feasibility of resuming passenger service or seasonal passenger service, between Toronto and communities within The Township of The Archipelago, such as Pointe au Baril.

CERTIFIED

A TRUE COPY

JUN 12 1980

CLERK-ADMINISTRATOR
TOWNSHIP OF THE ARCHIPELAGO

[Signature]
CLERK-ADMINISTRATOR

[Signature]
REEVE

MAY 29 1980



TOWN OF BLIND RIVER
ONTARIO
◇

Office Of The Clerk Treasurer

TELEPHONE 356-2251
P.O. BOX 640
POR 1B0

May 27, 1980.

Ontario Task Force on Provincial
Rail Policy,
Room 172, Legislative Building,
Queen's Park,
TORONTO, Ontario.

ATTENTION: MARGARET SCRIVENER, M.P.P.,
CHAIRMAN

Dear Mrs. Scrivener:

Further to your letter dated April 30, 1980, we
are enclosing a copy of a letter and Council Resolution
of this same date, requesting re-instatement of the
Budd Car Rail Passenger Service between Sault Ste.
Marie & Subdury.

For your information and consideration.

Yours very truly,

CORPORATION TOWN OF BLIND RIVER

K. Corbiere, A.M.C.T.,
Clerk-Treasurer.

KC:jr
encl.

RESOLUTION NO. 80-180

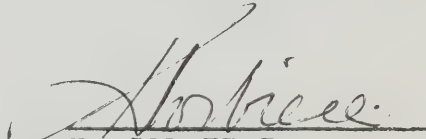
MOVED BY: E. BELL
SECONDED BY: V. PETERSON

"That the Minister of Transportation and Communications be requested to re-instate operation of a "Budd Car" Passenger Train Service between Sault Ste. Marie and Sudbury: Because the high cost of cars and fuel is getting beyond the average person: especially the elderly, handicapped and working people, with the development of Eldorado the two lane highway even with the passing lanes is not adequate to serve the traffic: Increased shipping by transport even now makes it hazardous to travel by car or bus. It has also been pointed out that during winter storms or floods the highway has been closed to prevent accidents. During the storms air travel is usually prohibited, therefore it is mandatory that the rail passenger service be provided between Sault Ste. Marie and Sudbury as soon as possible."

CARRIED
R.V. GALLAGHER
MAYOR

CERTIFICATION BY THE CLERK:

I, K. Corbiere, Clerk-Treasurer of the Corporation Town of Blind River, do hereby certify that the above is a true certified copy of Resolution No. 80-180 which was passed In Open Council on the 20th Day of May, 1980.


K. CORBIERE

15 MALLARD PLACE
CHATHAM, ONTARIO
N7L 4A5

JUN 17 1980

1980 06 16

Mrs. Margaret Scrivener, M.P.P.,
Chairman,
Ontario Task Force on Provincial
Rail Policy,
Room 172, Legislative Building,
Queen's Park,
Toronto, Ontario. M7A 1A2

Dear Mrs. Scrivener:

Mr. W.G. Terry, Deputy City Manager of Chatham,
has handed me a copy of your letter of June 9th.
At that time he suggested that should I have
additional comments to make to your Committee
I address them directly to you in the interests
of meeting your schedule.

As mentioned in the first submission time has
not permitted me to obtain the statistical infor-
mation needed to support statements on subjects
outside the City of Chatham. Therefore the
following remarks are submitted as thoughts raised
in reading the terms of reference of your Committee.

Railways' Role

VIA Rail have reported a steady increase in traffic
in the Quebec - Windsor corridor in the past few
years. This in spite of little or no improvement
in rolling stock nor schedules.

More coordination between road and rail seems
possible, and as our oil supplies dwindle, necessary.
One has only to drive down Highway 401 and witness
the number of trailer trucks on the road to realize
that savings of energy and manpower are possible.

Rail should be able to satisfy a greater proportion
of our needs but probably by introducing integrated
methods - containers in domestic service.

. . . . 2.

2.

The Existing Railway Inventory

Do we need greater capacity or do we need better utilization of the rail lines and rolling stock? The railways have made considerable improvement in both areas but is there room for further improvement? Improving the road bed thus permitting faster freight trains would also improve car utilization and reduce the need for capital investment in rolling stock.

Railway Technology

Perhaps a fair question would be to ask if railway technology has kept up with airline technology. Radio, CTC, hotbox detectors and other devices have all helped to improve railway efficiency but has this area been exhausted?

Energy Issues

It would appear from information available that railways are a fairly efficient energy user. However, as our oil reserves are depleted what alternatives should we look to? Electric propulsion from overhead wires is costly when capital outlays are considered. As our coal reserves seem to be our greatest energy bank in North America perhaps a return to steam power should be examined. At the time the diesel-electric made its appearance considerable research was being done on improving the performance of the steam locomotive. These improvements failed to meet the efficiency of the diesel but if its source of energy becomes a critical commodity perhaps coal will be the answer.

Financial Issues

Do the fees paid by airlines reimburse the Government for the services provided? - airports and their maintenance, traffic control, etc. Do the fees paid by truckers and automobile owners pay for the cost of road building, repairing, traffic control, etc. Does the bus or truck driving through a municipality pay a reasonable amount for the use of the city's street?

. . . . 3.

3.

Environmental Issues

Generally speaking it would seem reasonable that land adjacent to rail lines be used by industry needing rail service. However, there are examples in both Canada and the United States where residential buildings have been built over busy rail tracks successfully. Perhaps each case on its merits would be a wise course.

Jurisdictional Issues

Generally speaking the major railways are under federal jurisdiction. However, there are examples, at the municipal level especially, of long delays in the settlement of rail problems.

Conclusion

In southwest Ontario there are four railways operating between London-St. Thomas and Windsor. These four railways consist of six lines most of the way. Should these be rationalized in some way to permit the separation of freight and passenger services?

Perhaps this letter has raised more questions than it has answered. Quite possibly your Committee has already thought of the points raised. In any event I hope these few remarks will prove helpful.

Sincerely,



Hugh P. McMillan

JUN - 2 1980



COMMISSIONER OF DEVELOPMENT
COMMISSAIRE AU DÉVELOPPEMENT

P.O. BOX 877
CASE POSTALE

TEL. 932-6252

CORNWALL, ONTARIO K6H 5

May 28th, 1980.

Ontario Task Force on Provincial
Rail Policy,
Room 172, Legislative Building,
Queen's Park,
Toronto, Ontario.
M7A 1A2.

ATTENTION: Mrs. Margaret Scrivener, Chairman.

Dear Madam Chairman:

SUBJECT: Ontario Task Force on Provincial Rail
Policy.

Your letter of April 30th, 1980 and attachments were received by the City of Cornwall on May 5th in the Clerk's office and referred to myself. We noted that you were inviting submission of a brief by June 1st, 1980, and therefore this matter was brought to the attention of City Council at their next regular meeting on Monday, May 12th, unfortunately, without any report from administration as your timetable had not permitted sufficient time. Members of Council, administration, and indeed the public through media coverage, were made aware of this matter and invited to forward any comments to myself so that they could in turn be forwarded in this letter to you.

City Council was unanimous in their belief that this is a vitally important undertaking. They were concerned that the time schedule that has been established is much too short for the preparation of quality briefs and this, of course, would greatly delute the effectiveness of the entire project. There was strong indication from Council that the Task Force should convene a hearing in the City of Cornwall (and no doubt in other locations also). Council also expressed concern that this very important task has been undertaken apparently without contact, and therefore, input from various areas, such as, A.M.O., industrial sector, etc. Members of Council believed that the Mississauga rail disaster pointed out the need for environmental issues to be carefully studied.

.../2

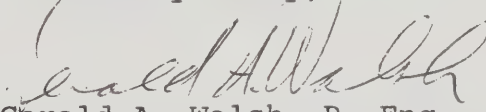
- 2 -

Ontario Task Force on Provincial
Rail Policy.

May 28th, 1980.

The committee should know that the City of Cornwall has a considerable need to do business in the Provincial Capital of Toronto and indeed our City frequently requires industrialists, business men, government representatives, consultants, etc., to visit Cornwall. The best means of transportation between Toronto and Cornwall should be by rail, unfortunately, this is not the case which saddles the City with an unnecessary handicap. Within the last year VIA Rail has finally agreed to provide the City of Cornwall with one-half the Rapido Service. This has been a considerable help and the ridership clearly indicates the need for this service and obviously the "full" Rapido service is also required and warranted. Unfortunately, in this and many other matters the railways appear to remain unresponsive and/or unsympathetic to the needs of the travelling public. I am sure that many municipalities will communicate to the Task Force the difficulties of dealing with the railways in general which seems to be basically wrong in our society. Find also attached to this letter comments from the City of Cornwall's Director of Engineering Services and Director of Planning.

Yours very truly,


Gerald A. Walsh, P. Eng.,
Commissioner of Development.

GAW/jj
attach.

80 05 07

MEMO TO: G. A. Walsh

SUBJECT: Ontario Task Force on Provincial Rail Policy

The following comments are not new by any means, and I am sure they will again fall on deaf ears. However,

1. The present rail systems own transportation corridors across the country, but they are not being effectively utilized.

Particularly in these times of high energy costs, mass public transit is a logical way to go; and therefore, considerable money and effort should be diverted towards improving the rail transportation system.
2. In order to accomplish this with any degree of success, existing facilities will have to be upgraded and new technology developed.



/lb

W. A. Knight, P. Eng.
Director of Engineering Services

May 9/80

MAY 9 1980

TOWNSHIP OF EKFRID



Box 276, Appin, Ontario N0L 1A0

TEL. Office 289-2016

May 6, 1980

Mrs. Margaret Scrivener, Chairman
Ontario Task Force on Provincial Rail Policy
Room 172, Legislative Building
Queens' Park, Toronto, Ont.
M7A 1A2

Dear Madam:

The Council for the Township of Ekfrid was pleased to hear that a task force was studying the rail transportation system in Ontario.

It is the Council's opinion that good rail passenger service is very important, particularly in rural areas. This brings me to a local issue that the Council would like brought to your attention. The C.N.R. station at Glencoe has serviced this area quite well for a number of years. However, the service has declined dramatically in recent years and there was some talk of eventually closing the ticket office.

The railway has stated that, due to the declining use of the Glencoe stop, service was cut. Many people of the area though, feel that if service was improved and trains stopped at more convenient intervals, they would return to this mode of transportation.

The Council would like to take this opportunity to express its concern over this matter and hopes that you will be able to include it in your investigations.

Thank you for your time.

Yours truly,

Janneke Newitt
Janneke Newitt, *ps ps*
Clerk-Treasurer

JN:ps

JUL - 7 1980



ROBERT G. MOORE, B.Sc., P.Eng.
ENGINEER AND ROAD SUPERINTENDENT
TELEPHONE 519-631-5880

ARTHUR J. GORDON
GENERAL SUPERINTENDENT

C. ROY DORAN
ASSISTANT SUPERINTENDENT
& CONSTRUCTION SAFETY INSPECTOR

79 STANLEY ST.
(COURT HOUSE)
ST. THOMAS, ONT.
N5R 3G1

July 3, 1980

Ontario Task Force on Provincial Rail Policy
Room 172
Legislative Building
Queen's Park
Toronto, Ontario
M7A 1A2

Attention: Mr. Frank Norman

Gentlemen:


Attached are a number of points that your Task Force on Provincial Rail Policy might wish to consider, that have come to my attention over the years.

There are likely as many points that I have omitted that I have listed. I would be glad to elaborate on any of them to you in person or by letter if you wish. We are probably a little unique in that we have 32 railroad crossings on our County Road System, but no over or under passes. We also probably have more miles of east-west railway track than any other County.

I would be glad to discuss any other points your Task Force is interested in at your convenience.

Yours truly,

RGM:kaa
Enc.


R. G. MOORE, B. Sc., P. Eng.
ENGINEER AND ROAD SUPERINTENDENT

P.S. I enclose pages from a book which may be obtained through the library, "The Intercity Electric Railway Industry in Canada."

POINTS TO CONSIDER REGARDING ONTARIO TASK FORCE

ON PROVINCIAL RAIL POLICY

1. Foreign ownership of the major rail lines serving the municipality, ie. Conrail and Chesapeake and Ohio.
2. Gradual abandonment of these facilities to a point where one of the double track lines west of St. Thomas is little used.
3. Abandonment of Amtrack Passenger Service. No real attempt was ever made to sell the service in Canada or to try to connect to the Via Rail at London, Chatham, etc.
4. Abandonment of through freight service by Conrail and discouragement (years ago) of short haul business such as stone, etc., by the charging of high rates and poor if any service.
5. In turn shippers have had to turn to trucks for long hauls as well as short haul service.
6. Trans-shipment between lines discouraged again by high rates and poor service.
7. Sidings are either too short or in poor repair. The C.N. and C.P. are equally guilty of this.
8. A "couldn't care attitude", nobody on railways is available when something needs to be done, and they don't bother to ask your plans if they ever get around to fixing a crossing.
9. Crossings in extremely poor condition, the American roads in particular. No amount of prodding and calls seems to get anything done and the Canadian Transport Commission is not the answer. We have been trying to schedule a meeting for months on signals.
10. Increasing cost of railroad protection. Our (County of Elgin) costs will be over \$30,000 in 1980. We wonder if the railroads are using the municipalities as a convenient source of funds.

Corporation of the County of Essex

360 Fairview Avenue West, Essex, Ontario — N8M 1Y6

JUN - 2 1980

E. J. CORNIES
Director of Planning



776-6441
Ext. 225

COUNTY PLANNING DEPARTMENT

May 29, 1980.

Mrs. Margaret Scrivener,
Chairman,
Ontario Task Force on Provincial Rail Policy,
Room 172,
Legislature Building,
Queen's Park,
TORONTO, Ontario.
M7A 1A2.

Dear Mrs. Scrivener:

This is in response to your letter of April 28 requesting the County's views on matters related to rail transportation. Although we have not had the opportunity to compile a formal brief, we do have a series of comments for the consideration of the Task Force. These are as follows:

- 1) Provincial policy guidelines regarding land use development and separation distances along railway rights-of-way would be useful in the preparation of local planning documents and the evaluation of development proposals;
- 2) There is an increasing concern regarding the safety aspects of railway operations in the Essex County area. The municipalities are in need of more information regarding the transportation of hazardous materials through their areas of jurisdiction so that they are able to establish and maintain the necessary emergency measures strategies;
- 3) The Task Force should determine the prospects of railway relocation for small urban municipalities under 15,000 population. There have been several successful relocation programs for large cities. Why can't similar programs for smaller towns be initiated by the Province in conjunction with other appropriate agencies?

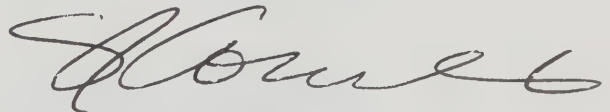
Continued.

4) Several railways in Essex County are American owned and certain municipalities have had problems in communicating with company head offices. What can be done to ensure that foreign-owned railways are sensitive and responsive to the requirements and concerns of local municipalities?

5) It is necessary for some appropriate authority to set down procedures to be used in deciding the effective maintenance and ultimate disposition of abandoned or unused railway lines. The Michigan Central Railway line between Amherstburg and Essex has been abandoned for a number of years but it seems almost impossible to identify the responsible decision-makers or the procedure by which the line is put into some alternate use.

I hope these comments are helpful. Please be assured that the County of Essex will render whatever assistance it can.

Yours very truly,



E. J. Cornies,
Director of Planning.

EJC:ms

MAY 8 1980

Charles Friend, A.M.C.T.,
Clerk - Treasurer

Telephone 345-2931

The Township of Hibbert

Dublin, Ontario

N0K 1E0

May 6th, 1980.

The Ontario Task Force on Provincial Rail Policy.
Room 172,
Legislative Building,
Queen's Park,
TORONTO.
M7A 1A2

Dear Madam,

Before offering our views to the Task Force, my Council, I am sure, would want you to know where the Township of Hibbert actually is.

We are situated on the west end of Perth County, Southern Ontario, with an acreage of some 50,000., and a population of 1450. The Village of Dublin is the largest urban area with 300 odd inhabitants. We have three small hamlets dotted over the Township.

Highway number eight runs along our North Boundary, and The Canadian National Railways line from Stratford to Goderich passes length ways along our No. 1 Concession, from east to west.

Our Official Plan describes us as "Agricultural", which indeed we are, with approximately two thirds of our farms producing livestock and dairy, and the other one third cash crops. (White beans, grains and corn).

Situated at the extreme ends of the Township are two establishments for the collection and processing of the crops grown. One is a private firm, the other a co-operative. Both have spur lines to service their operations.

My Council feel that it is essential to keep a railway service on this line. Unfortunately, as the economy dictated - rightly or wrongly - the passenger service between Stratford and Goderich was withdrawn. But they feel for the quick and easy method of transporting the produce grown in the Township of Hibbert, that freight service must be continued in this area.

Page 2 of 2.

It has been conclusively proven, that Railways can supply quick and efficient means of moving large quantities of produce from one point to another, and although we realise that there is a large up keep cost in maintaining the necessary locomotives, cars and rails, and of course staff, to do this, their real presence is necessary.

I am old enough to have served in the Second World War with units of the 2nd Tactical Airforce, and as an aircrew member one of our most important jobs was to seek out and destroy locomotives and rolling stock - thus proving the necessity of an adequate and efficient railway system to serve a war machine.

This is still necessary now, as it was then, and my Council are of the firm opinion, that the service of freight by the Railways in this section of Ontario must not be reduced in scope, but should be made more attractive, so that it would secure more customers, and make necessary extra trains.

Perhaps this is asking too much, but again my Council feel that the present level of services must, and I repeat, must be maintained.

Sincerely,



Charles Friend. A.M.C.T.
Clerk. Township of Hibbert.

P.S. I have made no mention of Passenger availability; perhaps as energy prices increase and the cost of gasoline and diesel fuels climb, then there is a place for a railcar, or passenger service of some kind.
When it was cancelled many years ago, I can well remember the Chairman of the meeting enquiring as to why the service should not be cut, asking the people presenting briefs "How did you travel"? Everyone, without exception, replied "By car" !!!!!

c.c. James Bell. Clerk. Corporation County of Perth.



Corporation
de la Ville de
of the Town of
Kapuskasing

705-335-2341

Bureau d'Administration - Administration Office

88 Riverside Drive
Kapuskasing, Ont.
P5N 1B3

PRESENTATION MADE TO

THE ONTARIO TASK FORCE ON
PROVINCIAL RAIL POLICY

TORONTO, ONTARIO

JUNE 23, 1980

BY

THE CORPORATION OF THE TOWN OF KAPUSKASING

REGARDING

INTERMODAL TRANSPORTATION CENTRES

INTERMODAL TRANSPORTATION CENTRES

The Town of Kapuskasing in 1977 in co-operation with the government of Ontario, Canadian National Railway and Ontario Northland Transportation Commission turned the CNR station in Kapuskasing into a multi purpose transportation centre catering to all of the needs of the travelling public.

PRIOR TO 1977

Prior to 1977 the CNR station existed as a large substantial building whose only function was to handle one daily passenger train. Bus passengers were handled at a downtown facility where traffic problems existed and passenger waiting facilities were inadequate. Nor Ontair passengers were required to arrange for their own transportation to the airport and have boarding passes issued at that location.

AFTER 1977

The municipality entered into an agreement with CNR to lease a portion of the station building for public transportation needs.

The municipality negotiated with the Ontario Northland Transportation Commission to handle the Nor Ontair customer services in Kapuskasing thereby providing for direct local control rather than supervision from the North Bay headquarters.

The through passenger bus operation was located at the travel centre so that it served the purposes of a bus depot with adequate customer parking space and passenger waiting convenience.

Arrangements were made to lease space to a local travel agency so that various travel arrangements could be made by the public in the same building housing all the transportation facilities.

- 2 -

A car rental agency was located in the travel centre as well as direct lines to taxi operators.

The municipality undertook renovations to the interior of the building to accomodate all public needs for rail, bus and air travel and associated requirements so that the travel centre provides for;

- VIA passenger agent
- Nor Ontair customer attendants
- Bus depot
- Travel Agency
- Car rental agency
- Taxi service

THE CONCEPT

All agencies involved in the travel centre have seen their costs reduced from what they were previously under individual operation. The CNR costs have been reduced by no longer being responsible for interior maintenance, janitorial functions and electricity costs. The Nor Ontair administrative costs have been reduced by local handling. The travel agency has generated increased revenue by being exposed to more customer traffic. Bus service has been improved by the provision of adequate parking and waiting facilities. The municipality's renovation and operating costs are being recovered through the rental charges levied against the tenants.

The most important gain has been that of the traveller who, no matter where he wishes to go or by whatever means, can make all arrangements in the one building.

This concept of making use of a previously under-utilized station

- 3 -

into an intermodal travel centre has been accepted by VIA Rail as a pattern for many other locations where various travel modes can be grouped together through the co-operation of the agencies involved.

The attached brochure illustrates in detail the background of the Kapuskasing Travel Centre and it is suggested that the Task Force consider recommending this concept for implementation where applicable.



D. J. PERRY, A.M.C.T.

Chief Administrative
Officer &
Clerk-Treasurer

County of Lennox & Addington

May 22nd, 1980.

Ontario Task Force on
Provincial Rail Policy
Room 172
Legislative Buildings
Queen's Park
Toronto, Ontario

Gentlemen:-

At the May Meeting of County Council, the following motion was passed unanimously:-

THAT due to increased to passenger travel by railroad and the improvement in passenger rail service, this Council petition the C.N.R., the C.R.T.C., and the Ontario Task Force on Provincial Rail Policy to maintain the railway station in Napanee as viable station for the convenience of the residents of the County of Lennox and Addington.

Council felt your Task Force may be interested in this proposed closing.

If you require any further information, please contact me.

Yours very truly,

A handwritten signature in cursive script, appearing to read "D. J. Perry".

Douglas J. Perry, A.M.C.T.,
Chief Administrative Officer.

cc: Town of Napanee
DJP:sp

THE CORPORATION OF THE
TOWN OF LITTLE CURRENT, ONTARIO

POP 1KO

"The Gateway to Manitoulin Island"

OFFICE OF THE CLERK-TREASURER

May 28, 1980.

MAY 30 1980

Mrs. Margaret Scrivener, Chairman,
Ontario Task Force on Provincial
Rail Policy,
Room 172,
Legislative Building,
Queen's Park,
TORONTO, Ontario
M7A 1A2

Dear Mrs. Scrivener:

The Town of Little Current would like to express a concern which your policy review Committee would like to consider.

The C.P.R. presently services our Community and the Manitoulin Island crossing over a bridge onto the Island and runs spurs to the various Commercial and Industrial users.

The C.P.R. is very reluctant to allow expansion of spurs or services and would prefer to remove rail service to the Mainland. This reluctance or removal would make it difficult to realize the potential for Industrial and Commercial growth in this area.

Our petition to your Committee would be to identify growth areas and potential growth areas which are or could be partially or wholly dependent on rail service and ensure that present service is maintained or reduced, but not removed and that provision for expansion in these areas be provided for whenever such expansion is justified or warranted.

I trust that you will give this recommendation serious consideration during your deliberations.

Thank you,

Yours very truly,



Gerald Timmermans.

/mch.

Mayor.

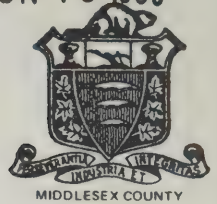
COUNTY OF MIDDLESEX

OFFICE OF THE CLERK-ADMINISTRATOR

(519) 434-5542

COUNTY BUILDING, 367 RIDOUT STREET, N., LONDON, ONTARIO N6A 2P1

JUN 19 1980



June 17, 1980

Mrs. Margaret Scrivener
Chairman
Ontario Task Force on
Provincial Rail Policy
Legislative Building
Queen's Park
Toronto, Ontario

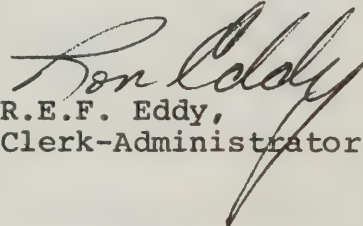
Dear Mrs. Scrivener:

On June 10, 1980 Middlesex County Council approved the recommendation of our County Road Committee, in reply to your letter requesting comments on rail and rail-related issues affecting this area, that you be advised of County Council's objections to additional costs of grade separations caused by the following requirements of the railway companies:

1. Additional width to provide for a third set of railway tracks where two tracks are presently installed.
2. Additional height to provide for energy transmission lines.

Yours truly,

RE:jo


R.E.F. Eddy,
Clerk-Administrator



MAY 29 1980

PLANNING DEPARTMENT

THE CORPORATION OF THE TOWN OF MILTON

May 27, 1980.

File 4906

Mrs. Margaret Scrivener, Chairman,
Ontario Task Force on Provincial Rail Policy,
Room 172, Legislative Building,
Queen's Park,
TORONTO, Ontario.
M7A 1A2

RE: Town of Milton Comments,
Ontario Task Force on
Provincial Rail Policy

Dear Mrs. Scrivener:

The Town of Milton would like to take this opportunity to thank the Task Force for allowing the Municipality to present its comments and views on a matter which it feels is of great importance, namely, the development and proper utilization of our railway transportation systems. In this regard, the Town of Milton Planning Department prepared a Staff Report, Item A964, dated May 14, 1980, which report was reviewed in detail by Milton Council at a meeting held May 20, 1980. At that meeting the following resolution was passed:

"THAT we hereby concur with the report received from the Planning Director dated May 14, 1980 (A964) regarding the Ontario Task Force on Provincial Rail Policy and direct Mr. Zsadanyi to submit these comments to the Task Force on behalf of the Town of Milton."

A copy of the report is attached and I believe that the suggestions made in that report are self-explanatory. If, however, you should require any further information or input relative to this submission, please do not hesitate to contact me.

Yours very truly,

R.J.L. Zsadanyi, M.C.I.P.,
Planning Director.

RJLZ:1a
attach.

cc: Mr. R. Main, Clerk Co-ordinator

TOWN OF MILTON PLANNING DEPARTMENT

May 14, 1980.

STAFF REPORT A964

File 4906

ONTARIO TASK FORCE ON PROVINCIAL RAIL POLICY

Milton Council, at its meeting of May 5, 1980, referred a letter addressed to the Clerk regarding the Ontario Task Force on Provincial Rail Policy to the Planning Director for review and comment. The Task Force has requested that any such comments and suggestions which the Municipality might have should be submitted prior to June 1, 1980.

Rail transportation has played a very major role in the planning and design of the Milton 401 Industrial Park. The Town, from the very inception of the industrial park plan in 1974, has always stressed the rail element in an effort to maximize its use. In a time when energy costs are skyrocketing and the need for expansive freeway systems, particularly in growing areas, are becoming extremely expensive facilities to build and maintain, rail transportation seems to be the only major mode capable of realistically satisfying the need to move large volumes of goods reasonably inexpensively.

Similar arguments can also be made with regard to rail transit facilities and the GO commuter network in particular. New residential development in Milton comprises families who, for the most part, are employed in the Metropolitan Toronto area. In actual fact, as much as 95% of the newer Milton families may be commuting eastward to work. The need for an efficient, fast and dependable urban rail commuter system using the Canadian Pacific Galt subdivision is of extremely crucial importance to the Town of Milton. Despite the Town's ambitions to employ a much larger percentage of its resident labour force within its own industrial area, the Planner must emphasize the fact that it would be unrealistic not to provide for a commuter rail service linking Milton with downtown Toronto.

Insofar as railway facilities and technology are concerned, the Planner would recommend that improvements be made and legislation be enacted whereby railways are required to install safety monitoring devices along their main lines. Insofar as Milton is concerned, the Canadian National Railway main line through the Town has the benefit of at least some of these safety appliances such as hot box detectors etc. The Canadian Pacific main line, on the other hand, does not, to the knowledge of the Planner, have any such monitoring devices located along it. The Mississauga tragedy, which could have easily taken place in Milton, might have been safely avoided had Canadian Pacific installed hot box detection equipment along the Galt subdivision. While the monitoring devices aforementioned are somewhat expensive in the original stages, their worth and the additional safety that they provide not only the railway but all of the development abutting the railway cannot be measured in terms of mere dollars. The Planner would emphasize that monitoring devices such as hot box detectors etc., are extremely reliable instruments and are not devices which might still be considered in the "experimental" stages.

Of equal importance to the local municipalities along railway rights-of-way is their ability to eliminate via grade separations possible conflicts between vehicular road traffic movements and rail traffic movements. In the case of smaller municipalities, grade separation projects even with the financial subsidies available are extremely costly ventures and the result is often the postponement of a much needed facility. If the use of rail networks is to be maximized,

TOWN OF MILTON PLANNING DEPARTMENT

May 14, 1980.

STAFF REPORT A964

File 4906

ONTARIO TASK FORCE ON PROVINCIAL RAIL POLICY

Page 2.

some method must be found whereby substantially greater funds are available to the railways and to local municipalities which would allow construction of grade separation projects.

Another area where increased financial assistance would certainly assist railway usage is in the provision of additional funds for the construction of industrial spurlines and team track facilities. The construction of a railway spur by an individual industry along the railway's route can be a very costly venture and in some cases could make the difference between a specific industry using rail transportation vs. highway vehicular transportation. The railways will only assume the cost for such spur tracks in the case of very large industries who move vast quantities of bulk material. Unfortunately, in the case of Milton, and with only a few exceptions, there are no industries which fall clearly into this category. Even the recently constructed Consumers Glass spur was financed totally by the industry itself. The Planner believes that quite a number of major industries could be convinced to use the rail transportation mode if financial incentives can be provided to those individual industries which would encourage them to orient as much of their transportation requirements to the rail mode as possible. The financing of the construction of railway spurs would certainly be a step in the right direction.

The development of team track facilities is something that has been largely either ignored or let go over the past few decades. A team track, properly located within an industrial park, can serve many marginal rail users and also, at the same time, allow for more realistic trans-shipment of goods from railway cars to road oriented vehicles. In this way, the railways could move products over great distances and highway vehicles could be used to deliver same on a more local basis. While provision has been made in the Milton 401 Industrial Park for the location of a team track facility, it is unlikely that the railway would build such a spur on its own. Funds should therefore be made available for the development of industrial team tracks by the railway companies and said funds should be provided by the Provincial Government.

In conclusion, the Planner believes that rail transportation can indeed satisfy a greater proportion of not only the Province's future transportation needs, but also those of the local municipalities. In Milton's case, increased funding for safety monitoring equipment and grade separation works would be of great benefit to both the railways and also the local residents. Furthermore, the provision of a fast, efficient commuter rail service linking the Town of Milton with downtown Toronto would be of considerable assistance in shifting commuter transportation from the highways to much more energy efficient rail facilities. Finally, additional funding and monetary incentives to both the railways and individual businesses regarding the construction of spur tracks and industrial team tracks in general, would also assist in the reorientation of long-haul shipment practises in particular from the highways to the rail networks.

MAY 26 1980



TOWNSHIP OF MONTAGUE

P. O. BOX 755
SMITHS FALLS, ONTARIO
K7A 4W6
TEL. 283-7478

May 21, 1980.

Mrs. Margaret Scrivener, Chairman,
Ontario Task Force on Provincial Rail Policy,
Room 172 Legislative Building,
Queen's Park,
Toronto, Ontario.
M7A 1A2

Dear Madam:

Your letter of April 30, 1980, was discussed at a recent meeting of our Municipal Council and I was requested to reply.

Council has experienced problems in the past with creosote soaked railway ties being dumped in the ditches along the railway right-of-way. The creosote from the railway ties contaminated a farm well to the point where you could see and smell the distinctive odour on the water. The Ministry of the Environment would not confirm the presence of creosote in the water and the railway would accept no responsibility. The Township would recommend that they railway not be permitted to leave the old ties along the right-of-way, that they be removed and disposed of elsewhere.

Council is also concerned with the danger, at level crossings on municipal roads, where there are no automatic signal lights, to warn vehicular traffic of the presence of a train. Council feels that all railway cars should have reflective material (stripes on the sides) which would make them more visible to vehicular traffic using the roads at night.

Yours very truly,

/vc

V. A. Czaharynski A.M.C.T. (Mrs.),
Clerk-Treasurer.

MAY 20 1980



CORPORATION OF THE TOWNSHIP OF MOORE

PHONES
 BRIGDEN 864-1155
 864-1166
 CORUNNA 862-1191
 862-2071
 WORKS 867-5434
 ROADS 864-1245
 ARENA 867-2651

MUNICIPAL OFFICE
 1576 MAIN ST., BOX 40
 BRIGDEN, ONT. N0N 1B0

May 15, 1980

Ontario Task Force on Provincial Rail Policy
 Room 172,
 Legislative Building,
 Queen's Park
 Toronto, Ontario M7A 1A2

Attention: Mrs. Margaret Scrivener, Chairman

Dear Mrs. Scrivener:

In reply to your recent letter of April 30, 1980 regarding the Task Force on provincial rail policy the Council of the Township of Moore has asked me to write you and advise that the township in the past has experienced numerous problems with the Cheseapeake & Ohio Railway regarding poor maintenance of their track facilities, poor maintenance of railway crossings and township streets and roads, very poor weed control and an absolutely non-cooperative basis on fencing of railroad right-of-ways.

Similiarly we have a CNR spur line running north and south through our municipality and we experience very few problems with this railway as they are most cooperative when it comes to maintenance, railway crossings, weed control and fencing.

The Cheseapeake and Ohio Railway is completely different story and we receive absolutely terrible cooperation whenever a problem occurs. We would appreciate these concerns being brought to the attention of the parties necessary and hope that your task force can come up with some solutions to these problems.

Yours truly,

R.H. Whitman, A.M.C.T.
 Clerk

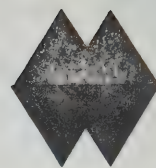
RHW/j1

C.C. Mr. Lorne Henderson MPP

JUN 16 1980

DISTRICT MUNICIPALITY OF MUSKOKA

PINE STREET, P.O. BOX 1720, BRACEBRIDGE, ONTARIO, P0B 1C0, TELEPHONE (705) 645-2231



June 12, 1980.

Mrs. Margaret Scrivener, Chairman,
Ontario Task Force on Provincial
Rail Policy,
Room 172, Legislative Building,
Queen's Park,
Toronto, Ontario. M7A 1A2

Dear Mrs. Scrivener:

Receipt is acknowledged of your letter of April 25, 1980 requesting the views of the District Municipality of Muskoka on the role of rail in the Province and rail related issues.

While we did not get a consensus that would allow us to submit a formal brief from the District Council on this very important issue, several points were brought out during the discussions that have taken place following receipt of your letter. It has been pointed out that although the present service to Muskoka is not considered to be too good we would not wish to see a reduction in the service that is provided. Concern has been expressed on a number of occasions about the closing of railway stations in Muskoka.

With the current energy crisis and the increases in gasoline prices, we can see a growing need for and an increased use of rail transportation by the cottagers and seasonal residents in future years, and the District Council is concerned that the present system and service not be allowed to deteriorate further. As evidence of our concern it should be noted that the District Chairman and a number of the Muskoka Mayors met with a vice president of VIA Rail to make our position clear.

We regret that we were not able to submit this return by the date requested, but hope that it will still be helpful to you.

Yours very truly,

G.G. Williams,
Clerk/Administrator.

GGW/jaw

MAY 27 1980



ROBERT CAMPBELL, Clerk-Treasurer

DUNTROON, ONTARIO
(705) 445-0199

May 20, 1980

Mrs. Margaret Scrivener
Chairman Ontario Task Force
on Provincial Rail Policy

Dear Mrs. Scrivener:

In reply to your letter of April 30, 1980, I wish to present to you the views of the Municipality of Nottawasaga on behalf of our Council.

1. We feel that in view of increased costs of energy rail transportation for goods and passengers should be sharply increased. However, we would request information regarding plans for such an increase in relation to our road program. Furthermore while we envisage mainly increased traffic on existing lines which presently carry freight only we would be concerned should plans be made to reactivate former routes which have been abandoned for some years.
2. Since Collingwood is an active port with large grain handling facilities and since Collingwood has a large industrial base we would envisage increased traffic through our Township for these reasons alone.
3. Nottawasaga has an airport which could have industries adjacent to it and these could be serviced by the present existing line.
4. Agriculture and industries relating to agriculture are prime concerns of our municipality and any recommendation to improve rail service should consider the aspects of marketing produce and transporting agricultural machinery and equipment. Furthermore, since agriculture leaves wide open spaces the effect on the environment would probably be minimal.

cont....2

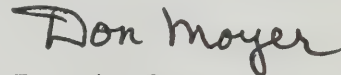
Township of Nottawasaga

- 2 -

May 20, 1980

5. Our Township's Devils Glen Ski Development and adjacent ski hills of Blue Mountain should be accessible by passenger service on a regular basis during winter months and this could reduce some of the cost of maintaining Township roads for traffic to and from nearby cities.
6. Although perhaps this is not relevant to your task, we have had some difficulty in effecting adequate and prompt action by CN railway in correcting a dangerous crossing and in which exorbitant financial charges are to be levied against the municipality should we require the crossing as wide as the existing roadway. We could supply further details on this matter on request. Nevertheless this points up the necessity for better crossing signs as well as safer approaches related to increased traffic.
7. We would like to take this opportunity to commend your task force in undertaking a study which we consider most important at the present time.

Yours sincerely,



Don Moyer, Deputy-Reeve
Nottawasaga Township.

DM:bl

The Corporation of the Town of Parry Sound

52 Seguin St., Parry Sound, Ontario P2A 1B4

(705) 746-2101



July 2nd, 1980

Ontario Task Force on
Provincial Rail Policy
Room 172
Legislative Building
Queen's Park
Toronto, Ontario
M7A 1A2

Attn: Mrs. Margaret Scrivener, Chairman

Dear Mrs. Scrivener,

It has been given to me to reply to your questionnaire to the abandoned railway rights of way and I am happy to attach hereto, the completed form.

In addition to this, and in complete conjunction with the theme of your Task Force, that being Provincial Rail Policy in Ontario, I would address the following comments to your attention.

Firstly, our wish is to have removed, part of the existing connecting link between the Canadian National and Canadian Pacific lines which runs through the town, following the Georgian Bay Shoreline quite closely for about two miles. That part of the spur line to be removed runs from Liquifuels to the CPR main line at North Parry.

It is our desire to have the use of this link property for recreational uses, i.e. cycle and walking paths, etc. along our shore. A local group, the Save Our Shoreline Committee, already have some 5000 signatures on a petition to Council to look to the future of the shoreline areas within the municipality.

-2-

Secondly, Council have for some time been interested in providing in Parry Sound, a "Transportation Centre" for the various modes of travel, and toward this end would urge Via Rail to make use of the excellent facilities of the existing CNR station.

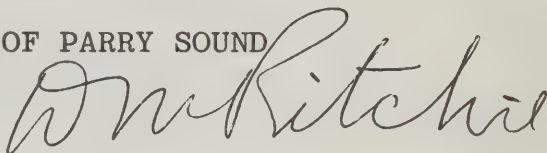
The CPR station, a heritage building, is now in a dilapidated state of repair, with weeds and grass high around it, as opposed to the CN building, which is modern and more easily maintained.

Beside the CN station is a sizeable property now available for a community transportation centre where train travellers would have ready access to bus, taxi, travel agent, snack bar, and airport service. The proximity of the central taxi service should certainly be of great benefit to VIA travellers.

In closing, I would thank you for the opportunity to address these ideas to your committee, and trust that following your considerations of them, we shall be in receipt of your reply.

Yours truly,

TOWN OF PARRY SOUND



Councillor Donald M. Ritchie
Chairman, Tourism Committee

DMR/nc

Enclosure

JUN 20 1980



June 13, 1980

The Regional Municipality of Peel

The Honourable Margaret Scrivener
Chairperson
Task Force on Provincial Rail Policy
Queen's Park
Toronto, Ontario

Dear Mrs. Scrivener:

Subject: Ontario Task Force on
Provincial Rail Policy
Our Reference: GC-16-80

This is to advise that the following resolution was approved by Regional Council at its meeting held on June 12, 1980:

"That the Region of Peel request the Provincial and Federal Governments to increase the level of funding to maintain the priority for construction of Railway-Road Grade Separations programmed in the Five Year Budgets of the Region;

And further, that based on the important service provided by the Lakeshore and Georgetown GO Train lines, that the Region request continued expeditious construction of the Streetsville/Milton GO Train service to serve the needs of residents of central Mississauga;

And further, that the Provincial Task Force be requested to support the request of the Region of Peel to re-open the Port Credit Passenger Station for inter-city passenger service to points east of Toronto and west of Hamilton, and that the Task Force so advise the Federal Ministry of Transport;

And further, that railways be required to locate freight yard facilities in heavy or special industrial areas of municipalities;

And further, that the Provincial Task Force be requested to examine the feasibility of railway electrification;

And further, that the Provincial Task Force be requested to evaluate the necessity for flexibility in railway operations prior to abandoning railway links and their transportation corridors, such as Beeton subdivision which could be used to by-pass the Toronto Metropolitan Area on both the Canadian National and Canadian Pacific routes between the northern and southwestern sections of Ontario;

And further, that the Task Force be requested to support the provision of a safer urban environment by the provision of fences to higher standards, funding pedestrian grade-separations and improved pedestrian protection at grade crossings;

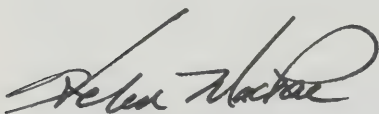
Region of Peel

-2-

And further, that the Region of Peel request Via Rail to re-open the Malton Passenger Station at the site of the GO Transit Station for inter-city passenger service to points served by Via Rail trains west of Malton and that the Task Force be requested to support this request;

And further, that the report of the Commissioner of Planning entitled Ontario Task Force on Provincial Rail Policy and dated May 26th, 1980 be referred to the three Area Municipalities and the Provincial Task Force on Provincial Rail Policy for information."

A copy of the report of the Commissioner of Planning is enclosed herewith.



for Larry E. Button, M.A.
Regional Clerk

*S.R.K.*nb
GRK
Encl.

cc: P. E. Allen, Commissioner of Planning
P. Campbell, Via Rail
T. L. Julian, Clerk, City of Mississauga
R. Everett, Clerk, City of Brampton
C. Patterson, Clerk-Administrator, Town of Caledon

MAY 16 1980

TELEPHONE 735-6821
AREA CODE 613



CITY OF PEMBROKE

1 PEMBROKE STREET EAST
P.O. BOX 277
PEMBROKE, ONTARIO K8A 6X3

1980-05-14

Ontario Task Force on Provincial Rail Policy
Legislative Building, Room 172
Queen's Park
TORONTO, Ontario M7A 1A2

Dear Gentlemen:

On behalf of the Council of the Corporation of the City of Pembroke, the following comments are provided for the consideration of the Task Force.

The City will address itself to the question "The Existing Railway Inventory - Are improvements needed?" as it relates to a small municipality served by two railway lines.

In this municipality one of the lines runs through the City skirting the bank of the Ottawa River while the other line is some two miles further to the south skirting the existing developed area. The inter-city line separates riverfront lands designated for recreational use from the residential and commercial areas immediately to the south of the track and the elevated area acts as a visual barrier between the commercial centre of the City and the parkland and river to the north. The other track has no adverse effects on the urban environment.

As the main lines of the railways cross each other about four miles southeast of the city limits, the inter-city line could be closed and removed from the crossing point northwesterly through the built up areas. This would eliminate ten road-rail crossings, release railway right-of-way for a scenic riverside drive overlooking the Ottawa River and provide access to the parklands along the shoreline. Rail traffic could be diverted to one right-of-way or a new separate track within the existing right-of-way.

.... 2

CITY OF PEMBROKE

Page 2

It is the recommendation of this Council that the Task Force consider that where the needs of a small municipality can be adequately met outside of its built up area by joint use of existing tracks or shared right-of-ways, the endorsement of an inventory review by the Railway Transport Commission and further that funds be furnished by the Commission for railroad relocation to provide for more efficient useage of existing tracks and rights-of-way and for the release of developable land within a City core area.

Respectfully submitted.

Yours very truly,



K. J. Nighbor,
Clerk-Administrator

/dan
cc



CITY OF PORT COLBORNE
239 KING STREET, 835-2900
POSTAL CODE L3K 4G8

JUN - 2 1980

May 29, 1980

Mrs. Margaret Scrivener, Chairman,
Ontario Task Force on Provincial Rail Policy,
Room 172,
Legislative Building,
Queen's Park,
Toronto, Ontario
M7A 1A2

Dear Mrs. Scrivener:

At a meeting of Council held on May 26th, last,
the following excerpt from the Public Works Committee's
Report No. PW 80-10 was adopted:

Item #259 - Works Gen.

Ontario Task Force on Provincial Rail Policy

Your Committee recommends that City Clerk submit
a letter advising of the following concerns of the Municipality:

1. lack of weed control on Railway right-of-ways
2. lack of maintenance of Right-of-Ways, particularly ditching.
3. concerns respecting relocation of the rail line on Elm St.
4. concerns of the Municipality respecting loss of railway service to the City stressing the importance of the City as a ship mooring location and the requirements for rail service.
5. stressing the need for transportation by rail to the northern area of the Region.

Your consideration of the above will be sincerely appreciated.

Yours very truly,

(Mrs.) Patricia Premi, A.M.C.T.
Deputy Clerk

PP:mw

KENNETH D. N. BOAL, A.M.C.T., C.M.C.
CLERK-TREASURER
GLENN PAYNE, A.M.C.T. (A)
DEPUTY CLERK-TREASURER

JUN 17 1980
P.O. BOX 160
TELEPHONE 925-4275



KOE ITO

MUNICIPAL OFFICES

PRESCOTT, ONTARIO

June 11, 1980

Ontario Task Force on
Provincial Rail Policy
Room 172
Legislative Building
Queen's Park
Toronto, Ontario

Attn. Margaret Scrivener, M.P.P.

Dear Ms. Scrivener:

Re: Town of Prescott

The Town of Prescott recognizes the great importance of a viable railway service to our communities survival. Both freight and passenger service are vital to Prescott's development and for the surrounding area including New York State.

The CNR propose to remove the Prescott Station and replace it with shelters and application was made to the Canada Transport Commission in 1978. Council are vigorously opposed to this and have submitted resolutions to CTC and the Ministry of Culture and Recreation (Heritage Division). Copies of the correspondence and resolutions are enclosed.

The restricted passenger service concerns us greatly. With the number of passenger trains that go through Prescott there is only one daily train that stops going west and one going east. We would sincerely hope that better train service can be arranged. The train going west leaves at 11:15 and arrives in Toronto at 15:45 which does not allow time to conduct business and necessitates staying overnight. The only alternative is to take a train from Brockville (12 miles from Prescott) which leaves Brockville at 03:30 and arrives Toronto at 07:30. An early morning train stop would be welcome. The removal of the station may be the first step to curtailing service even further.

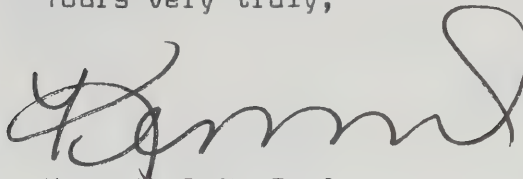
Council have made representations to the Government with respect to transportation of dangerous goods via rail which I'm sure is under review by CNR and on everyone's mind after the recent accident in Mississauga. We would hope this will be one of the major areas reviewed by the Task Force.

.....2

-2-

Please give the above matters consideration in your deliberations

Yours very truly,

A handwritten signature in dark ink, appearing to read 'K.D.N. Boal', with a large, stylized loop at the end.

Kenneth D.N. Boal
Clerk-Treasurer

KDNB/mp

MAY 28 1980

Tel. 1-705-855-906

MUNICIPAL OFFICES
108 HWY. 144
(C.P.) P.O. BOX 639
CHELMSFORD, ONTARIO
P0M 1L0

Ville de



Town of

Rayside-Balfour

May 22, 1980

Ontario Task Force on Provincial Rail Policy,
Room 172,
Legislative Building,
Queen's Park,
TORONTO, Ontario.
M7A 1A2

ATTENTION: Mrs. M. Scrivener,
Chairman.

Dear Madam:

Further to your letter of April 25, 1980, I wish to advise that the Town Council passed the following resolution.

RESOLUTION NO. 80-139

"THAT we request the "Ontario Task Force on Provincial Rail Policy" to study the need and possibility of having a dual rail system built from the City of Sudbury to Levack together with a rapid rail passenger service with morning and evening return trips."

(CARRIED)

Since mining is the main industry in the Sudbury Region and a great number of miners commute daily from Sudbury to Levack by motor vehicle, it would appear that a rapid rail passenger service may be a viable alternative to highway travelling in this area. For this reason, it is recommended that if at all possible a study should be conducted by your task force.

We would appreciate receiving your comments to this proposal.

Yours very truly,

R.J. Leclair,
Clerk-Administrator.

RJL*act



R. M. Draker
~~XXXXXXXXXX~~
 PLANNING DIRECTOR

CITY HALL,
 SARNIA,
 ONTARIO.

CITY OF SARNIA
 ONTARIO, CANADA

May 30, 1980

DUN - 2 1980

Mrs. Margaret Scrivener, MPP
 Chairman
 Ontario Task Force on Provincial
 Rail Policy
 Room 172
 Legislative Building
 Queen's Park
 Toronto, Ontario
 M7A 1A2

Dear Mrs. Scrivener:

On its meeting of May 20, 1980, Sarnia City Council adopted the following resolution:

"That Sarnia City Council endorse the report dated May 14th, 1980 from the Commissioner of Community Planning and Development, with such to be forwarded to the Chairman of the Ontario Task Force on Provincial Rail Policy, including the suggestions of Alderman Saddy that there be co-ordination with Amtrack and the Chicago line as well as bus service between the Railway Station and the downtown area and improved food service on the train and in the Station waiting room."

Please find enclosed a copy of my report which has been revised to include the views of various members of City Council. We hope these comments will be of help to you and your task force as they examine the potential of this important service system.

Sincerely,

R. L. Jenkins,
 Commissioner of Community
 Planning and Development

RLJ:dmb
 Enc.
 c.c. J. Robertson
 G. A. M. Thomas
 R. M. Draker

DEPARTMENT CORRESPONDENCE

The only Reason you and I are here is to Help the People of this City.

To J. C. Robertson

City Manager

Date May 30, 1980

From R. L. Jenkins

Commissioner of Community
Planning and Development

RE: Ontario Task Force on Provincial Rail Policy

In response to the letter of the above-noted group of April 30, 1980, I have developed a list of areas that should be examined in the course of their investigation. One thing that is now going on somewhat and perhaps should be expanded is the area of developing new rail technology. This technology would be in the area of rail systems and in the hardware aspects as well. Anything that is developed here in Ontario could become a marketable commodity, be it of a systems nature or specific hardware. The problem of rail transportation in North America is rather universal and new solutions and new equipment could perform much of the task of providing greater efficiency. Presently, it would appear that Japanese and European systems are superior to our own. One major area of needed improvement is that of the method of preparing an adequate road-bed or track-bed for rail transportation. The condition of the trackage is a major determinant in the limitations on the speed of the equipment travelling on these tracks; so you may have a train that is capable of a very high speed being forced to travel at, perhaps, only half of its potential due to the condition of the road-bed. New methods of improving these beds in an automated fashion would go a great distance towards solving rail speed problems. Currently in North America there is a very definite need for the improvement of rail-beds; this is due to the lack of funds in many cases necessary to use traditional methods to keep them in good repair. Through development of new systems, much of this problem could be overcome and the efficiency of the railroads improved greatly, both for freight and passenger services. The additional benefit, of course, would be comfort of the passenger service which would help to make it more competitive with other modes of travel.

Conti...

Page 2.
 May 30, 1980
 J. C. Robertson
 Re: Ontario Task Force on
Provincial Rail Policy

In an earlier memo City Council approved a request to the VIA people to try express train service to Toronto. It may be well to investigate the potential benefits of such a system to see what kind of ridership can be generated by improving this service. I believe as much as half an hour could be gained on the Toronto to Sarnia run and this could become quite popular if it were well advertised and adequately promoted in other ways.

In a related area passenger participation could be increased with the development of more passenger comforts and aids. Currently there is a program to up-date the interior of the cars now used for passenger service. For very little additional expense, such items as pillows, blankets and other items could be included for passenger convenience and comfort. These small items can make the difference between a pleasant and unpleasant journey, bearing in mind that the journey between Sarnia and Toronto does take a few hours. Information systems could also be part of this package. It is frustrating to find oneself on a train which has been delayed not knowing what the reason is. Now though there may be little a passenger can do about the situation - it adds to the passengers confidence and comfort to be aware of the reason for delays as they occur. This could be accomplished through a public address system or by the train attendants voluntarily as a matter of policy going through the cars announcing the particular reasons. This service would also be helpful within a train station when trains are delayed in terms of their departure time. Certainly rail travel could be made much more appealing by the upgrading of the rail stations and the platform areas. As the energy situation becomes more critical, as it is likely to, train travel will become more appealing. It will become, in addition, more important providing the most efficient service in terms of downtown to downtown connections. It would be, therefore, in the best interests of the Province to encourage as much use of this form of travel as possible.

On other matters, it may be well attract new people into the organization of rail companies to receive fresh ideas and insights and to gain the sense of new beginning necessary for a major improvement in a delivery of service.

Conti...

Page 3.

May 30, 1980

J. C. Robertson

Re: Ontario Task Force on
Provincial Rail Policy

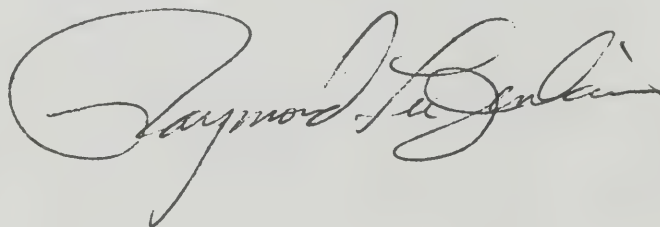
It is also recommended that there should be a policy to generally retain rights-of-way when they become abandoned. In the interim period of time, these abandoned road-beds could be leased for various purposes to local municipalities and authorities for use as recreation space, perhaps at a dollar a year or something of that nature. In the longer-range, it is quite likely that many of these will come back into service and their need once again recognized as new and efficient forms of rail service are developed to meet the needs of the travelling public, so they may be abandoned now for reasons of lack of freight trade, but in the long-term service they may become quite an asset to help in the movement of passenger travel.

There is seen to be great potential benefit for the linkage of the Amtrack and VIA systems to provide Toronto to Chicago service through Sarnia. The concept of a joint bus/train depot in the downtown area is also favoured.

The upgrading of food services on the trains and at the train stations is also to be noted as a means of making the rail journey more pleasant. Raised platforms to aid the disabled and those who move with some pain should also be seriously considered.

I hope these will be of some help in answering the request of the Chairman of the Ontario Task Force on Provincial Rail Policy.

RLJ:dmb

A handwritten signature in cursive script, appearing to read "Raymond H. Gault". The signature is fluid and stylized, with a large initial 'R' and 'G'.

c.c. R. M. Draker

JUN 17 1980



THE CORPORATION OF THE CITY OF SAULT STE. MARIE

DONALD R. EVANS, M.A.Sc., P.Eng.
CITY ADMINISTRATOR

1980 06 13.

Mrs. Margaret Scrivener, M.P.P.
Chairman
Ontario Task Force on Provincial Rail Policy
Room 172
Legislative Building
Queen's Park
Toronto, Ontario M7A 1A2

Dear Mrs. Scrivener:

The City of Sault Ste. Marie has received your letter of April 30th, 1980, inviting any briefs or comments to the Task Force on Provincial Rail Policy.

In response, the City of Sault Ste. Marie has passed the following resolution:

"Be It Resolved that the City of Sault Ste. Marie send a bill to the Ontario Task Force on Provincial Rail Policy requesting they investigate the feasibility of reinstalling passenger car service between Sault Ste. Marie and Sudbury."


As the Task Force is no doubt aware, the passenger rail service to Sault Ste. Marie deteriorated gradually over a number of years until it was completely discontinued on June 14th, 1977. C.P. Rail had been attempting to drop the service for a number of years. The regular passenger train service was discontinued in 1963 and replaced by the Budd Car. In 1969, C.P. Rail began efforts to drop the service completely which it eventually was allowed to do in 1977. The City feels that CP Rail allowed the service to deteriorate causing a loss in ridership and thereby strengthen their case to discontinue the service.

...2

- 2 -

The City believes that good passenger rail service is essential to the growth and development of Sault Ste. Marie and the North Shore area and urge the Task Force to give this important issue their full consideration.

Yours very truly



D. R. Evans, P.Eng.
CITY ADMINISTRATOR

DRE/sg/

cc Mayor Nicholas Trbovich

Mr. R. H. Ramsay, M.P.P.

JUN - 6 1980

CORPORATION OF THE TOWN OF SIOUX LOOKOUT

ONTARIO, CANADA

OFFICE OF THE MAYOR

TELEPHONE (807) 737-2705
 BOX 158, SIOUX LOOKOUT
 POB 270

May 27, 1980

Mrs. Margaret Scrivener
 Chairperson
 Ontario Task Force on Provincial
 Rail Policy
 Room 172 Legislative Building
 Queen's Park
 Toronto, Ontario
 M7A 1Z2

Dear Mrs. Scrivener:

We thank you for your letter regarding the establishment of the Ontario Task Force on Provincial Rail Policy. Despite the rather short notice we would like to submit our views, and we would, therefore, request that your task force consider this letter and its enclosures as our brief.

Our concerns can be grouped under four major headings, namely:

1. Passenger service
2. C.N.R. land
3. Hazardous materials
4. Freight and express rates and service

1. Passenger Service

We recently expressed our views on this topic, at some length, to a CTC (Rail Transport Committee) hearing held in our community. We are, therefore, enclosing a copy of this brief for your information.

2. C.N.R. Land

We believe that the original land grants made to the railways were intended to enable them to develop communities around their landholdings. We feel that this has manifestly not been the case in our community. We believe that the task force should examine the question of whether there is any continued justification for the railways - particularly the C.N.R. which we as citizens supposedly own through the Federal government - to continue as major landowners, and whether their major landholdings should be turned over to municipalities in the public interest, so that they can take charge of their own development.

Page 2

3. Hazardous materials

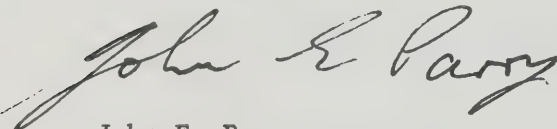
At present, we receive no notification whatsoever of hazardous materials being moved through the town. We would appreciate provincial guidance on an appropriate notification system (if thought necessary). We doubt the railroad's capacity to respond quickly enough (on their own) to an emergency of this nature.

4. Freight and express rates and service

We are concerned about the impact of freight rates on prices, particularly where less-than-carloads are concerned. Along with this goes a concern for continuation of service to small communities, outpost camps, trappers and fishermen. We feel that they must be guaranteed ways to get their supplies in. Reduction of express service is probably an inevitable loss-cutting measure but again we feel smaller communities are bearing a disparate share of the burden.

We hope that you will see fit to incorporate these concerns in your review.

Yours truly,



John E. Parry
Mayor

JEP:lp

Encl.

P.S. Sorry - letter left unposted in error. JP

AUG 22 1980

P. O. Box 40,
Sombra, Ontario,
N0P 2H0

August 20, 1980.

The Chairman,
Ontario Task Force on Provincial Rail Policy,
Room 172,
Legislative Building,
Toronto, Ontario,
M7A 1A2

Madam Chairman:

Although the railway through the Township run by the C & O, is used daily, the maintenance of the "right-of-way" makes the track look abandoned. The bridges are being braced up, and the weeds are not controlled. The derailment at Eberts is only a small part of the poor maintenance of this track system.

Yours truly,



Maurice D. Burke,
Clerk Administrator,
Township of Sombra.

JUN 5 1980

The Corporation of the Township of Tecumseth

OFFICE OF THE CLERK-TREASURER

P.O. BOX 220, BEETON, ONTARIO L0G 1A0

TELEPHONE (416) 729-2231

June 3rd, 1980.

Ontario Task Force
on Provincial Rail Policy,
Room 172,
Legislative Building,
Queen's Park,
TORONTO, Ontario.
M7A 1A2

Attention: Margaret Scrivener

Dear Sir/Madam:

RE: Railway Issues

The Council for the Township of Tecumseth wishes to express the following concerns or comments on rail-related issues: -

1. Firstly, we'd like to extend our support to the concerns presented to the Task Force by the Town of Alliston, the Village of Tottenham, and the Tecumseth Ratepayers' Association.
2. In addition to their comments, and to reiterate the ones we deem to be of importance to this municipality, we respectfully state that:
 - a) We object to the disposal through sale, or whatever means, of any railway easements, beds, etc., no longer in use, as we feel these should be kept by the railway company for future possible needs.
 - b) With the energy situation as it is, rail services to the communities in this area may become the alternate means for transportation of goods and people. Tourism also could be promoted, if a means of getting to the popular areas were available.
 - c) The closing and disposal of the section of the C.N.R. line between Tottenham and Cheltenham is strongly opposed.

.....2/

- 2 -

- d) The maintenance of the railway crossings could be improved. Several crossings were repaired in the Township but the manner in which the work was done appears to us to be dangerous and unacceptable.
- e) We believe that there should be a better line of communication between the railway companies and the municipalities. When a problem or query arises, it takes too long to obtain assistance from the railway companies. An organizational chart, or a reference listing of applicable names and telephone numbers, may assist in alleviating the 'run around' feeling one gets when dealing with these companies.

Although this letter is a late submittal, we trust you will give it some consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read "L. Duczak", enclosed within a large, hand-drawn oval.

LD/kjr

Linda J.M. Duczak, AMCT
Clerk-Treasurer.

MAY 22 1980



TOWNSHIP OF VESPRA

MIDHURST, ONTARIO
L0L 1X0

Office Of: Fire Chief
Telephone: 728-4784

May 20, 1980

Comments on
Ontario Task Force
On Provincial Rail Policy

Consideration should be given to Prominent display of contents using the United Nations (UN) serial numbers for Dangerous goods, and that all containers holding dangerous goods be placarded using the Hazchem Action Code as adopted by Transport Canada.

A handwritten signature in cursive script, appearing to read "R. A. Byers".

R. A. Byers
Fire Chief

RAB:caa

MAY 28 1980



OFFICE OF
THE WARDEN
COURT HOUSE
LINDSAY, ONTARIO
K9V 3R9

May 26th., 1980

Mrs. M. Scrivener, Chairperson,
Ontario Task Force on Provincial Rail Policy,
Room 272,
Legislative Building,
Queen's Park,
Toronto, Ontario M7A 1A2

Dear Mrs. Scrivener:

Thank you for your April 30th letter concerning the Ontario Task Force on Provincial Rail Policy. Your request for comments could not have been more timely.

In recent months the Counties of Victoria and Haliburton have expressed their displeasure at the possibility of the closure of a rail line linking the Town of Lindsay and the Village of Haliburton. Both County Councils have passed resolutions supporting the maintenance of the rail line. Early this spring, private individuals came forth with a tourism package which would see the development of the rail line as a scenic tour. Representatives of both the County of Haliburton and the County of Victoria have met to discuss the funding of a feasibility study. Both Counties strongly support the preparation of a feasibility study.

It is our hope that a thorough feasibility study may reveal that it is well worthwhile to maintain this rail link.

It is further felt by both County Councils that with increasing prices of energy, there will eventually be greater emphasis on rail transportation for the movement of goods and people. As such, we should not, in the short term be limiting our options by abandoning railway lines.

At this time, on behalf of the two Counties, I would extend an invitation to you and your Task Force to consider coming to the area to review the situation and the tentative proposal for a tourism railway line.

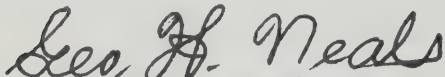
- 2 -

The Joint County Committee established to pursue the feasibility study would be quite willing to discuss the specifics of the closure of this line, in particular, and rail lines in general.

Thank you for providing this opportunity for input towards your Task Force on Provincial Rail Policy.

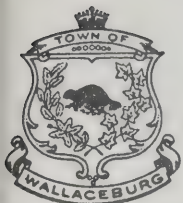
I look forward to hearing from you in the near future.

Yours truly,


George Neals, Warden,
County of Victoria

cc: W. Lahay, Clerk, County of Haliburton,
B. Rogers, Deputy Clerk, County of Victoria

JUN - 3 1980



The Corporation Of The Town Of Wallaceburg

786 Dufferin Avenue

Wallaceburg, Ontario, Canada, N8A 2V3

(519) 627-1603

80 05 30

Ontario Task Force on Provincial Rail Policy
Room 172, Legislative Building
Queen's Park
Toronto, Ontario
M7A 1A2

Attention: Margaret Scrivener
Chairman

Dear Mrs. Scrivener:

Re: Ontario Task Force on Provincial Rail Policy

As you are aware from the letter of Mr. S. W. Parsons, Town Clerk, dated May 22, 1980, Council has referred this item to me for comment and review.

Since Wallaceburg is not situated on any Canadian Railway, a choice of Sarnia or Chatham can be made for people wishing to avail themselves of rail passenger service.

The first impression prospective passengers get of the rail transportation service is the state of the station buildings and facilities and since Chatham is nearer, it is the usual choice for the travelling public. The station there is certainly no advertisement to induce anyone to use the railway. The building is old, the furnishings are antiquated and the parking area is unpaved and badly potholed, which during wet weather causes passengers to become mud stained before getting to the ticket office and waiting room.

The condition during the dry summer months is no better since the dust coats vehicles left in the parking lot, and also infiltrates the waiting rooms to coat the seats and soil the clothing of those waiting.

The improvement of stations would certainly enhance the image of the railway.

Train scheduling to Chatham and Windsor is such that the last train leaves Toronto at around 1900 hours daily which is probably ideal for the average business man, but is not convenient for anyone arriving from Eastern Ontario and wishing to continue on

Page--2

to the Windsor Chatham area.

The same is also true when travelling Eastward which entails an overnight stopover in Toronto before continuing on to Kingston, Cornwall, or Montreal.

When travelling by rail to and from this area it has been noted that the trains west of London usually have seats available, but nearer to Toronto and then East from Toronto the trains have been overcrowded to the extent that no seats are available.

It is felt that by encouraging advance booking of seats or purchase of tickets, additional or fewer cars as the case may be could be used to make up the train to provide sufficient seats for the traveller to ride in comfort.

The reported operating deficit of the railways as compared to air travel is not always fully comprehended by the taxpayer since airports and their facilities are constructed and operated by various levels of government.

The railways by comparison have to maintain stations and track from revenue derived from the user in addition to providing and maintaining rolling stock.

A comment on the transportation of freight and in particularly Hazardous Materials is that Canada is one of the few if not the only country in the world that is not using the International Placarding System for hazardous materials.

In this immediate area the only railway is the Chessie System which enters Canada at Sarnia and Windsor to connect with Canadian railways at various locations, or to exit again in the Niagara Peninsula.

For those whose responsibility is public safety the different placarding systems and regulations can become confusing if not outright dangerous. Since trains from the Chemical Valley (Sarnia) are on U.S. owned systems their placarding systems are used.

Where cars are brought from a Canadian rail system on to a U.S. system the placarding and regulations regarding the same hazardous materials are in some cases quite different.

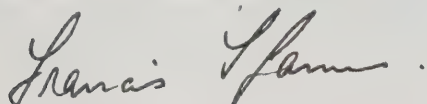
It is requested therefore that representation be made to Transport Canada to adopt the international placarding and regulatory system at an early date.

Page--3

Having attended several seminars put on by the American owned Chessie System it cannot be emphasized too strongly the need for a standard labelling regulation to be enacted.

With the current cost of fuel for private transportation escalating and the shortages predicted for the future, railways have a potential for mass transit as never before and efforts should be made to encourage their use, and possible conversion to electric power.

These comments and review respectfully submitted,

A handwritten signature in cursive script, appearing to read "Francis T. James".

Francis T. James
Fire Chief and
Director of Emergency Services

FTJ:cs



TOWN OF WASAGA BEACH
Ontario, Canada
L0L 2P0

MAY 30 1980

Office of.....The Reeve.....

May 23rd, 1980.

The Ontario Task Force on Provincial
Rail Policy,
Room 172, Legislative Building,
Queen's Park,
TORONTO, Ontario.
M7A 1A2

Attention: Mrs. Margaret Scrivener,
Chairman.

Dear Madam Chairman:

I have received the commission of the Town Council to respond on behalf of the Municipality as I have had an abiding interest in railroad service for many years. Allow me to open my comments by stating my belief that your Task Force shall need to be backed by implementing Federal action to be effective, and should be expanded beyond the somewhat limited scope of finding reasons for carrying on the Go Train System.

The railroads of Canada have deliberately discouraged passenger traffic for 50 years. The rolling stock is decrepit. The road bed poorly maintained. The system as a whole no longer reliable, or even capable of handling freight requirements. Railway policy in general has appeared at times to be specifically designed to discourage any movement at all.

The advent of long haul truck traffic has grown to its' present statue only due to the inattention of the railways to service, efficiency, and the marketplace.

The oil price rises that began significantly in 1973 should have signalled the start of wholesale refurbishing of our rail system. Instead we have a system that cannot be relied on should any extra ordinary demands be placed upon it as would be the case in a world crisis. This could be in the form of a world wide oil embargo or even a global war. In the

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- Page 2 -

case of the former, tank cars to Halifax by rail would be ludicrous even if the supplies were sitting in a central Canadian refinery. The unballasted road-bed would allow the ill-designed tank cars (albeit in short supply) to slosh their contents to the outside of the curve, tip, and create a secondary disaster.

With the energy crisis now in full flight it would tend to accelerate interest in the energy efficient rail system. I would hope the results of your Task Force would be to smartly upgrade the whole system, and then set it all in motion efficiently with an operating policy that has taken lessons from the rigid past.

Yours truly,

A handwritten signature in cursive script, reading "Ernest Thomson". The signature is fluid and elegant, with a prominent initial "E".

Ernest Thomson,
Reeve.

ET:ar

THE CORPORATION OF THE
CITY OF WINDSOR

JUN 27 1980

H. G. PAYNE, M.A., M.A.Sc., P.Eng.
CITY ADMINISTRATOR



CITY HALL
P.O. BOX 1607
WINDSOR, ONTARIO
N9A 6S1

TELEPHONE 255-6311
AREA CODE 519

OFFICE OF CITY ADMINISTRATOR

June 24, 1980

Mrs. Margaret Scrivener, Chairman
Ontario Task Force on Provincial Rail Policy
Room 172, Legislative Building
Queen's Park
Toronto, Ontario M7A 1A2

Dear Mrs. Scrivener:

Re: City of Windsor Brief on Provincial Rail Policy

In response to your letter of 13 May, 1980 please find enclosed the City of Windsor's brief on the above.

As requested, we have submitted this brief prior to the 30th of June, 1980 and as such, have not had the opportunity to seek Council endorsement. If for some reason Council does not endorse this brief in its entirety at their 7 July, 1980 meeting, we will contact you further as to their wishes.

We thank you for allowing us to participate in this most important Study and welcome any questions you may have as to our submission.

Yours very truly,

A handwritten signature in dark ink, appearing to read 'H. G. Payne', is written over the typed name and title.

H. G. Payne, P. Eng.
City Administrator

HGP/JSN/ge
Attach.

Preface

The City of Windsor welcomes the opportunity to express comments concerning the future of rail policy in Ontario. We believe our experience with six railway companies operating through our community gives us ample insight as to the state of rail transportation.

The Council of the City of Windsor has for some time expressed concern over the impact of both federal and provincial rail policy on its citizens. Ever-growing urbanization and technological change without corresponding modifications in rail policy has resulted in public disenchantment toward this aforementioned form of transport. It is thus our hope that the Task Force, chaired by Mrs. Scrivener, M.P.P., will encourage the government to give careful consideration to subsequent suggestions for the benefit of not only Windsorites, but the province as a whole.

It should be made clear that due to the breadth of rail concerns to be examined by the Task Force, our brief does not address all rail issues but rather emphasizes such "people-oriented" concerns as land use along railway corridors, possible hazards associated with rail transportation, need for railway relocation and lack of passenger service. We consequently suggest that the Association of Municipalities of Ontario also be requested to submit a brief since this organization has the resources to present detailed briefs beyond the capacity of all but a few large municipalities.

THE CORPORATION OF THE CITY OF WINDSOR'S
BRIEF ON PROVINCIAL RAIL POLICY

I. LAND USE PLANNING AND RAILWAYS

Local patterns of development in the past and present continue to be significantly influenced by the Canadian National, Canadian Pacific, Chessie and Penn Central (Amtrack) companies 1854-1890 extension of railways into Windsor. The formidable nature of this railway network has made it difficult to arrive at a uniform set of guidelines and/or policies involving lands adjacent to railways.

While the Planning Department encourages commercial and industrial uses adjacent to railways, examples of each of the five land use categories in the vicinity of railway operations is evident when the land use plan of the City's Official Plan is reviewed. In instances involving residential development, efforts are made to incorporate special design features to protect future residents from noise pollution resulting from rail traffic. In this regard, we rely heavily upon C.M.H.C. guidelines and comments received from the Ministry of Housing on applications that require subdivision approval. However, such direction does not alleviate the problem of possible transport accidents nor conflicts associated with current and future road/rail crossings in the immediate residential area.

As density within our residential neighbourhoods continues to increase and residential land reserve decrease, we believe provincial examination of current rail patterns are of paramount importance. Without provincial and federal assistance it is virtually impossible for a municipality to alleviate possible conflicts between the extensive railroad systems and the adjacent land uses and road system.

(2)

II. HAZARDS ASSOCIATED WITH RAIL TRANSPORTATION

The Province is well aware of public concern for hazards associated with railway operations. For purposes of this work, we have defined these hazards as they relate either directly to railway mechanical failure or through the transportation of certain commodities.

A complete list of rail accidents as a result of mechanical error is not available, however, the following table illustrates those significant mishaps associated with Canadian tracks serving Windsor during the period of February, 1973 to October, 1979.

	<u>No. of Accidents</u>	<u>Locomotives Detailed</u>	<u>Freight/Tank Cars Derailed</u>	<u>Passenger Cars Derailed</u>
Within City Limits	14	4	39	3
Within Approx. 25 Miles	8	2	30	
Between 25-50 Miles	7	1	43	
Between 50-80 Miles	5		118	

The cause for the above accidents was mechanical failure of tracks, cars or switches. Moreover, the most repeated reason for this failure was neglect, vandalism, collision or form of human error.

All too often rail authorities have recommended slower speeds as the answer to many of the above problems. However, we remind the Task Force that in 1907 an explosion of a stationary train destroyed most of the Town of Essex. Derailments have occurred at 9 m.p.h. causing the evacuation of Sterling, Alberta as well as 6 m.p.h. within our own City limits. A similar incident occurred in Ecorse, Michigan when a train was travelling at 5-10 m.p.h. Although slower speeds may reduce noise and decrease the probability of a major accident due to mechanical difficulty, we do not consider this response a fail-safe solution and, due to the number of people living in the vicinity of rail tracks, cannot support this response.

(3)

A second form of rail venture concerning this community is the transportation of hazardous commodities by means of rail. Such materials range from highly poisonous chemicals with deadly fumes to explosives in solid, liquid, or gaseous forms. As part of a study procured for City Council, C.P.R. officials submitted the following list of chemicals which, by either frequency of movement or size of shipments would constitute the most probable Windsor hazard:

Liquid Petroleum Gas	Turpentine
Sulphuric Acid	Naptha
Propylene	Resin
Alcohol	Acryloite
Orthor Liquid (Poison)	Vinyl Acetate
Sodium Chloride	Caustic Soda
Methanol	
Sodium Hyd Gas	

The same request brought the following list from Allied Chemical

Company:

Amonia	Oleum
Chlorine	Hydrofluoric Acid
Carbon Tetrachloride	Ammonia Sulphide
Chloroform	Soda Ash
Sulphuric Acid	Calcium Chloride

Several of the products transported by C.P.R. in large quantities would be disastrous if an accident occurred in populated areas. While Windsor recognizes the greater volume of freight traffic created by urbanized and technological society and initially, the greater likelihood of rail accidents, we do not condone those levels of government who are rather lax in implementing appropriate policy changes to safeguard or accommodate the ramifications of increased rail traffic. An area of great concern is the need to relocate existing rails and/or provide for grade separations in Windsor.

III. NECESSITY FOR RAIL RELOCATION AND/OR GRADE SEPARATION

Conflicts between rail operations and modern urban living are obvious. Notwithstanding problems concerning the transportation of specific goods, railroads

(4)

have caused a great deal of public inconvenience and energy waste in Windsor. City officials are frequently requested to address these concerns. For example, Council was recently urged to relocate the Canadian Pacific rail line and Powell Siding to the ConRail Yard. Citizens also note that much of our rail traffic is international and as such, proceeds through the City causing public inconvenience while bearing no counterbalancing benefits to the community. Such rail matters cannot be solely examined at the municipal level and thus we urge the Province to adopt necessary rail studies and actions required by urban communities. Only recently this municipality has again requested through the Provincial Ministry of Transport that a detailed railway relocation study be carried out for the City of Windsor. The response from the Province has been less than enthusiastic.*

In some cases, an alternative to total rail relocation is an ongoing grade separation programme. The Federal Ministry of Transportation addressed this issue several years ago through the formation of the five-year Urban Transportation Assistance Programme (U.T.A.P.). According to this programme, the Federal Government allocated \$82.5 million to Ontario over five years or, approximately \$16.5 million per year. In turn, the Province would distribute this grant according to their assessment of community needs. Unfortunately, it became obvious that the funding was inadequate to address the scope of problems contemplated under the programme. For example, in Windsor one grade separation project alone was estimated at \$6 million. The City of Windsor has estimated that their grade crossing requirements could necessitate funding up to \$25,025,000. during the five fiscal years of the programme (1978-79 to 1982-83).

*

In a letter dated April 3, 1980 we were advised that "the Province is presently considering its position on funding implementation and it will be some time before a decision is made....At the present time no consideration is being given to carrying out further studies of Railway Relocation."

(5)

The City of Windsor thus believes the Federal and Provincial levels of government must adopt a most cost-effective policy of assisting municipalities in the relocation of railway operations, as well as the construction of grade separations. Implementation of such a policy would require a commitment of substantial expenditures by all levels of government, as well as the various railway companies. It is our belief that such an expenditure is a necessity.

IV. VIA RAILWAY STATION

A final "people-oriented" issue of importance to this community has been the insufficient size of our local rail station. For years City Council has asked Canadian National and, since 1978, Via Rail to upgrade their facilities to handle the over-crowded passenger problems on weekends. This problem has been especially acute since the devaluation of our Canadian dollar and the ensuing incentive for Americans to travel to such large Canadian centres as Toronto.

In 1978 Via spokesmen suggested they would not consider station improvements until the company had examined: all railway passenger stations in Southwestern Ontario to determine their condition; Via's future needs; and a programme to improve stations where necessary. Via has admitted that our current facilities are "inadequate". Unfortunately, no further action has taken place.

Given the importance of passenger rail service in such international border cities as Windsor, as well as the economic impact of our passenger service on other centres in Ontario, we encourage the Task Force to request the government and Via Rail to expand our current station and make it more accommodating for the five million people living within a fifty mile radius of our current rail facility.

V. RECOMMENDATIONS

Railway property lines were designed through our community during the turn of the last century. An ever-growing movement towards urban living

(6)

suggests that many of these same rails will have a more direct affect on thousands of property owners and citizens in our community. As a result of the ever-increasing conflict between railway operations and urban life, we recommend the following:

1. That a detailed railway relocation study be carried out for the City of Windsor.
2. That appropriate Provincial and Federal authorities be encouraged to meet with municipal representatives and railway companies to discuss the need for changes in the current U.T.A.P. programme.
3. That railway companies be forced to consult directly affected municipalities as to the safety of commodities being transported.
4. That municipal officials be authorized to refuse the entry of goods which they believe to be a threat to the safety of its community. In most instances these decisions must be based upon "assumptions" of the possible danger and magnitude of goods being transported by rail. However, we believe such judgements can no longer be the exclusive prerogative of railway officials.
5. That Via Rail be encouraged to enlarge their existing Windsor station for not only their benefit, but the benefit of all citizens and communities being served by the rail line.

Overall, it is our belief that a drastic change in the attitude of all levels of government towards railway policy is overdue. Hopefully, the Ontario Task Force on Provincial Rail Policy will not only convey this message to all concerned individuals, but more importantly, will earnestly pressure appropriate government authorities to implement many of the previously mentioned recommendations in the immediate future. We must plan for tomorrow by acting today!

APPENDIX



Ontario

**ONTARIO TASK FORCE
ON
PROVINCIAL RAIL POLICY**

The Ontario Task Force on PROVINCIAL RAIL POLICY invites written submissions relating to the movement of people and goods by railway within the Province of Ontario.

Submissions should reach the Task Force not later than June 1, 1980, and may be sent to:

**ONTARIO TASK FORCE
ON PROVINCIAL RAIL POLICY**

Room 172, Legislative Building
Queen's Park, Toronto, M7A 1A2

Further information as to the extent of the inquiry is available from the above address or by calling (416) 965-0605.

Margaret Scrivener, M.P.P.
Chairman

LIST OF PUBLIC SUBMISSIONS FROM ALL SOURCES

Larry Alex, Willowdale
 Celso Barichello, Windsor
 Bert Berry, Saint Louis, Missouri
 Lloyd Bloom, Hamilton
 Michael Breauth, M.P.P., Oshawa
 Don Calder, Oshawa
 Dugal Campbell, Dundas
 Robert S. Cherry, Palmerston
 Nancy Cunningham, Parry Sound
 Sam L. Cureatz, M.P.P., Durham East
 Nancy Cutway, Kingston
 Henry T. Elms, Listowel
 Raymond F. Evans, Massey
 A.H. Eyres, Toronto
 D.J. Fader, Toronto
 D.W. Francis, Willowdale
 Gary M. Gurbin, M.P., Bruce-Grey
 Q.S. Hakim, Bowmanville
 Margaret E. Hamilton, Glencoe
 David L. Jeanes, Ottawa
 Michael J. Keefe, Brantford
 Jack V. Lennox, Barrie
 Bernard Lewis, Thornhill
 Jackie Mactaggart, Puslinch
 John McCrea, Spencerville
 Robert McKessock, M.P.P., Grey
 Walter F. McLean, M.P., Waterloo
 E. Metcalfe, Sarnia
 Heino Molls, Oakwood
 Geoffrey Norris, Toronto
 Frederick J.S. Pearce, O.L.S., Stratford
 John K. Pelly/David F. Pelly, Bolton
 Su Penny, Guelph
 P.A. Reynolds, Agincourt
 Reverend Howard R. Rokeby-Thomas, Kitchener
 Frances A. Shamley, Wardsville
 Gail Shanfield, Windsor
 Reverend K.J. Smits, Dundalk
 R.D. Tennant, Jr., Halifax, Nova Scotia
 Nicholas S. Vandervoort, Cambridge
 Peter D.A. Warwick, St. Catharines
 Andy Watson, M.P.P., Chatham-Kent
 Malcolm Wechsler, Sudbury
 Jack White, Kincardine
 Dale Wilson, Sudbury
 Barrie and District Commuters' Committee
 Blind River Association for Improved Rail/Passenger Services
 The Board of Trade of Metropolitan Toronto
 The Canadian Hearing Society
 The Canadian Manufacturers' Association
 The Canadian National Institute for the Blind
 Canadian Railway and Transit Manufacturers Association
 Canadian Rehabilitation Council for the Disabled
 Go North Committee
 Haliburton Highlands Chamber of Commerce
 Humphrey Township Ratepayers' Association
 IBI Group
 ITT Canada Limited
 Metro Toronto Residents' Action Committee
 Muskoka Lakes Association
 Northeastern Ontario Municipalities Action Group
 Nutrite Inc.
 Ontario Advisory Council of the Physically Handicapped
 Ontario March of Dimes
 Ontario Motor Coach Association

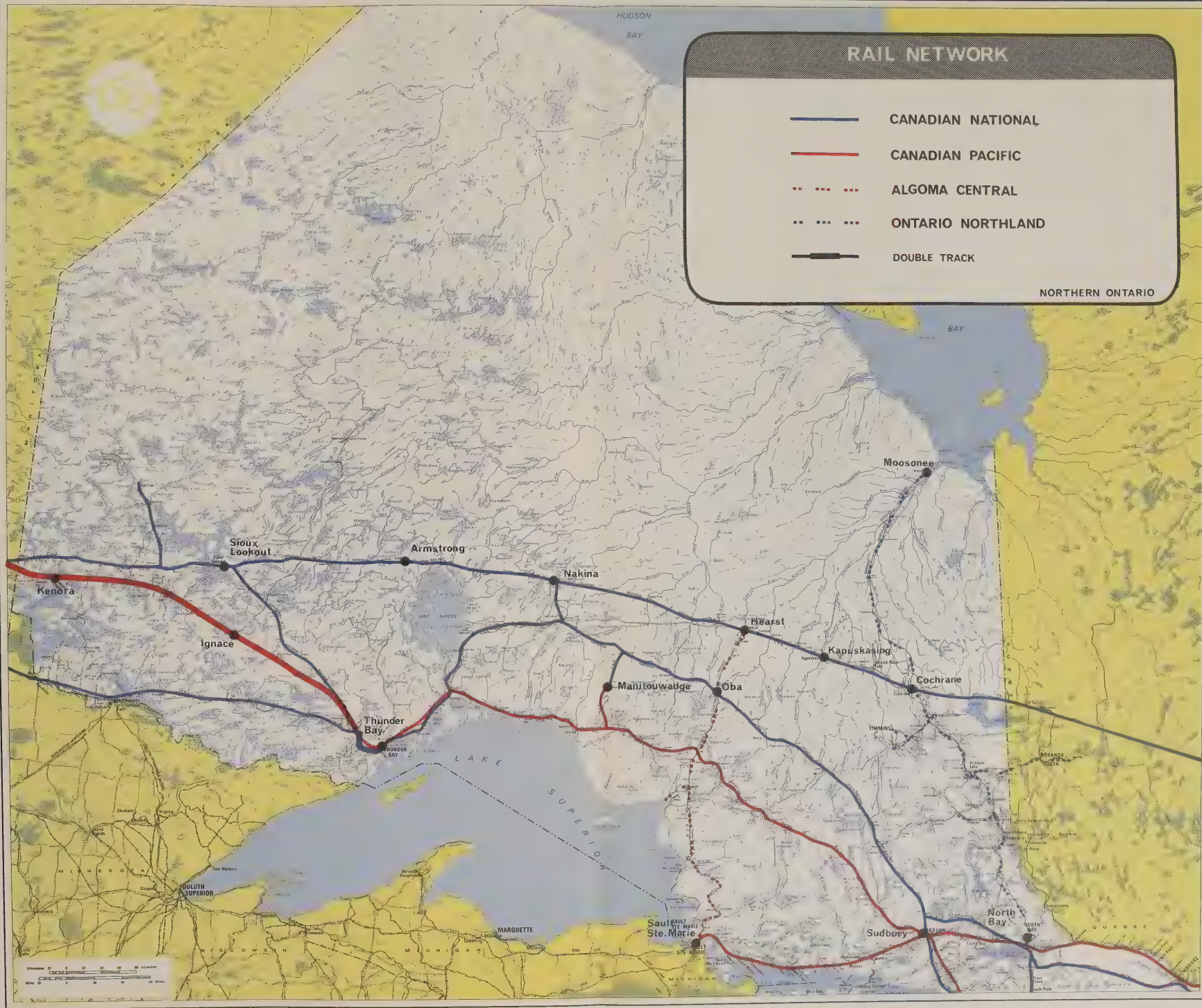
Ontario Physiotherapy Association
Project Rerail
Proton Township Federation of Agriculture
Rail Ontario Committee
Southern Georgian Bay Train Committee
Standard Aggregates
Tecumseth Ratepayers' Association
Township of Innisfil Business Development Committee
United Transportation Union, Local 353
United Transportation Union, Local 1130
Upper Canada Railway Society
Town of Ajax
The Corporation of the Town of Alliston
The Corporation of the Township of the Archipelago
Town of Arnprior
Township of Bentinck
Town of Blind River
The Corporation of the City of Brantford
The Township of Brock
The Corporation of the Town of Caledon
City of Cambridge
Corporation of Carleton Place
The Corporation of the City of Chatham
Village of Coldwater
City of Cornwall
The Regional Municipality of Durham
Corporation of the Borough of East York
Township of Egremont
Township of Ekfrid
County of Elgin
Corporation of the County of Essex
Borough of Etobicoke
Village of Fenelon Falls
Corporation of the Town of Goderich
The Regional Municipality of Halton
The Town of Hanover
The Township of Hibbert
Township of Hungerford
County of Huron
Corporation of the Town of Kapuskasing
Township of Lake of Bays
County of Lennox and Addington
Corporation of Lindsay
The Corporation of the Town of Little Current
Township of Logan
The City of London
Municipality of the Township of Longueuil
Corporation of the Township of Lutterworth
The Town of Markham
County of Middlesex
Village of Mildmay
The Corporation of the Town of Milton
Town of Mitchell
Township of Montague
Moore Township
District of Municipality of Muskoka
Corporation of the Township of Muskoka Lakes
Town of Newmarket
The Regional Municipality of Niagara
City of North York
Township of Nottawasaga
The Corporation of the Town of Oakville
Corporation of the Town of Onaping Falls
Town of Orangeville
City of Orillia

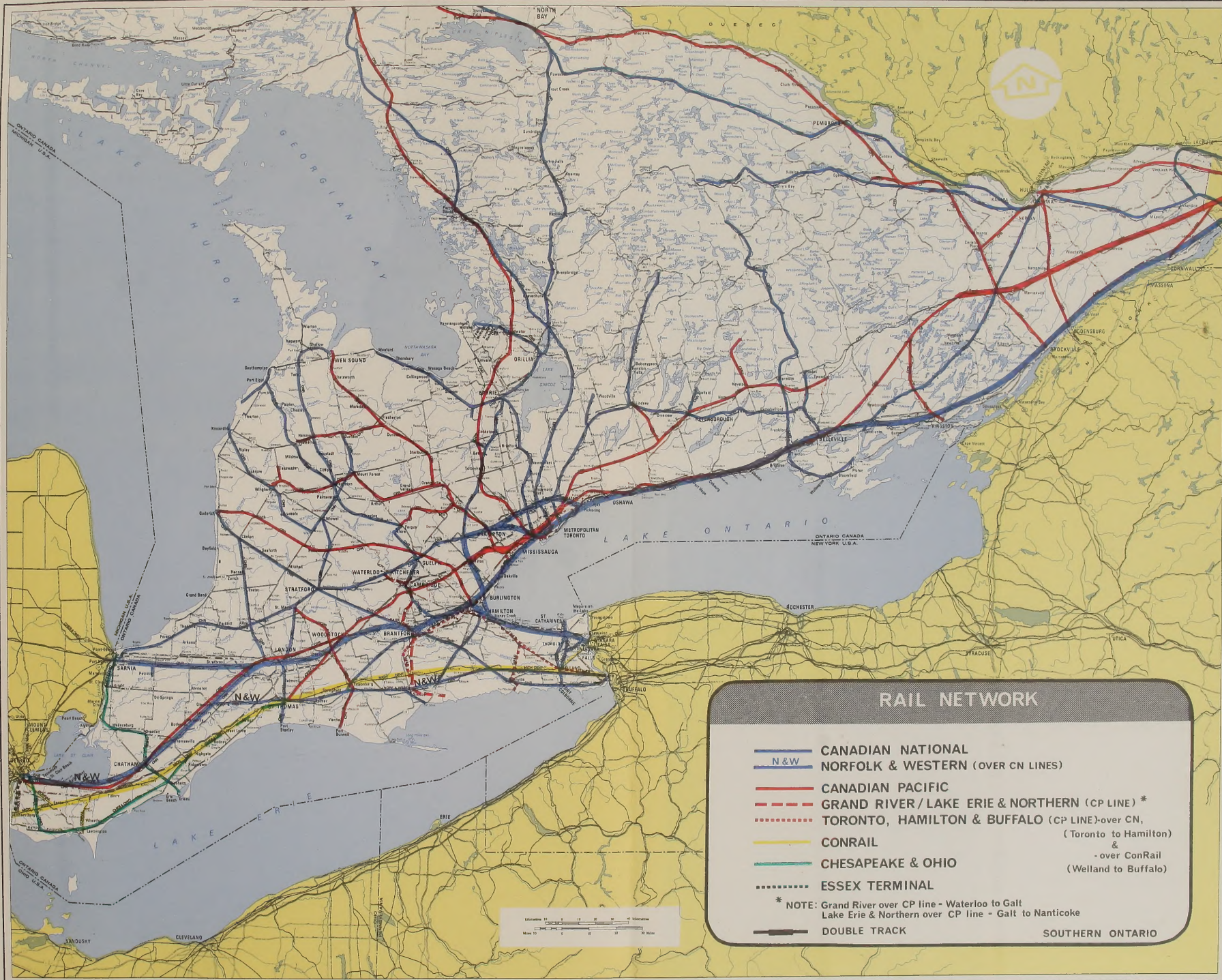
The Corporation of the Township of Orillia
 The Corporation of the City of Oshawa
 Regional Municipality of Ottawa-Carleton
 The Corporation of the Town of Parry Sound
 The Regional Municipality of Peel
 City of Pembroke
 County of Perth Planning Office
 Corporation of the Township of Petawawa
 The Town of Pickering
 City of Port Colborne
 Town of Prescott
 Ville de Town of Rayside-Balfour
 The Town of Richmond Hill
 City of Sarnia
 Saugeen and District Planning Board
 The Corporation of the City of Sault Ste. Marie
 Borough of Scarborough
 Corporation of the Town of Sioux Lookout
 Corporation of the Town of Southampton
 The Municipal Township of Tarbutt & Tarbutt Additional
 Township of Tecumseth
 Township of Tosorontio
 Corporation of the Village of Tottenham
 Township of Vespra
 County of Victoria
 The Corporation of the Town of Wallaceburg
 Town of Wasaga Beach
 County of Wellington
 Township of Wicksteed
 The Corporation of the City of Windsor
 The Corporation of the Borough of York
 The Regional Municipality of York

EXPERT WITNESSES










Herbert J. Aiken, Assistant Deputy Minister, Northeastern Regional Office,
 Ministry of Northern Affairs.
 R.S. Allison, Vice-President, Eastern Region, Canadian Pacific Railway.
 Stanley Black, Vice-President, Algoma Central Railway.
 Bruce Budd, President, Transport 2000 (Ontario).
 Dan Burtnick, Counsel External Liaison, Office of Legal Services, Ministry of
 Transportation and Communications.
 Stephen P. Flott, Executive Vice-President, Ontario Trucking Association.
 Kirk W. Foley, President, Urban Transportation Development Corporation.
 George J. Foss, Chairman, Ontario Sub-Legislative Board, United Transportation Union.
 George Gera, Head, Modal Studies, Economic Policy Office, Ministry of
 Transportation and Communications.
 Ernie H. Gilliatt, Director, Rail Freight Development, Transport Canada.
 Carl Hennum, Senior Transportation Planner, Ministry of Transportation and
 Communications.
 Ashley G. Hibbard, Executive Director, Railway Transportation Committee,
 Canadian Transport Commission.
 L.R. Kidman, Manager, Transit Office, Ministry of Transportation and Communications.
 Cecil E. Law, Executive Director, The Canadian Institute of Guided Ground Transport.
 Allan F. Leach, Managing Director and Secretary, Toronto Area Transit Operating
 Authority.
 Julius Lukasiewicz, Department of Mechanical and Aeronautical Engineering,
 Ottawa-Carleton University.
 Ven-Chi Ma, Head, Travel Demand and Policy Analysis Section, Ministry of
 Transportation and Communications.

Vernon McKinnon, Board of Directors, Tourism Ontario.
A.T.C. McNab, Chairman, Toronto Area Transit Operating Authority.
Nick Mulder, Assistant Deputy Minister, Strategic Planning, Transport Canada.
Arvo Nittenberg, Vice-President, Power System Program, Ontario Hydro.
Peter Oehm, President, Upper Canada Railway Society.
Jouko Parviainen, Senior Transportation Planner, Ministry of Transportation
and Communications.
Frank Roberts, Chairman and President, VIA Rail Canada Inc.
Thomas H. Savage, President, ITT Canada Limited.
D. Crawford Smyth, TTC Commissioner (Retired).
H.R. Smythe, General Manager, Ontario Motor Coach Association.
Elaine Stefani, Vice-President, Policy and Resources, Consumers' Association of Canada.
Robin G. Summerley, Manager, Economic Policy Office, Ministry of Transportation
and Communications.
Rod Taylor, Manager, Transportation Department, Canadian Manufacturers' Association.
John Wallace, Director, Air and Marine Services, Ontario Northland
Transportation Commission.
George S. White, Chairman, Ontario Division, Canadian Industrial Traffic League.
A.R. Williams, Vice-President, Great Lakes Region, Canadian National Railway.
Bunli L. Yang, Senior Advisor, Transportation and Urban Planning, Ministry of Energy.
Jay Young, Research Officer, Ministry of Transportation and Communications.





RAIL NETWORK

-  CANADIAN NATIONAL
 -  NORFOLK & WESTERN (OVER CN LINES)
 -  CANADIAN PACIFIC
 -  GRAND RIVER / LAKE ERIE & NORTHERN (CP LINE) *
 -  TORONTO, HAMILTON & BUFFALO (CP LINE) over CN,
(Toronto to Hamilton)
 -  CONRAIL
 -  CHESAPEAKE & OHIO
(Welland to Buffalo)
 -  ESSEX TERMINAL
 -  DOUBLE TRACK
- * NOTE: Grand River over CP line - Waterloo to Galt
Lake Erie & Northern over CP line - Galt to Nanticoke
- SOUTHERN ONTARIO

ONTARIO TASK FORCE ON PROVINCIAL RAIL POLICY